THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

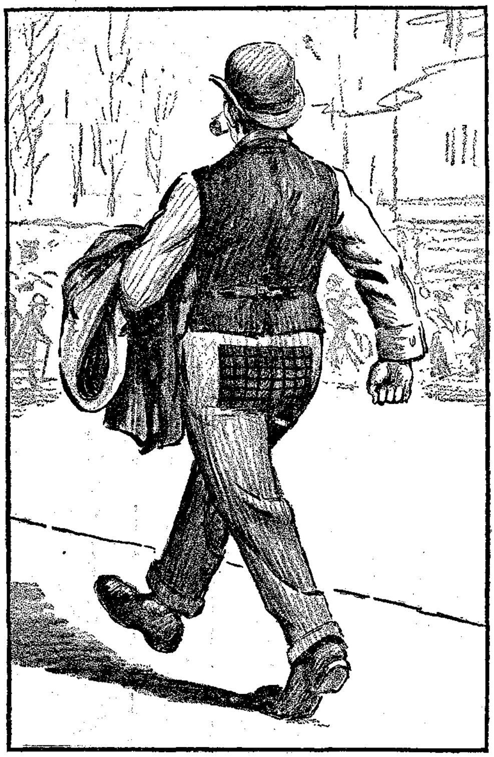
Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y), 354-360 Fourth Ave., New York

Vol. LXV, No. 10 New York, June 5, 1920 Whole Number 1572

TOPICS - OF - THE - DAY

H. C. L. FIGHTING FOR ITS LIFE

DOUBTS ARE BEING EXPREST here and there if, with all the hullabaloo in the advertising pages about price-slashing, the public is really finding any real reduction in the cost of living. And while hope is flowering in rosiest colors at the prospect of livable prices, unfeeling writers calmly assure us that this is merely a flurry, and that our expenses will soon again resume the old upward climb. Whether these cheerful prophets are right, of course, is a question. Equally authoritative observers are quoted later in this article who believe that prices are at last on the toboggan and the nightmare of excruciating expenditures is ending. Just at present the news columns bring contradictory accounts of retail prices falling while wholesale prices are rising, and wage increases granted in industries that are slowing down to part-time operation, so that it is easy to understand how expert observers scanning the field may bring in conflicting reports. Despite all the hysterical price-slashing in dispatches and head-lines, affirms the New York *Globe*, the cost of living has not been reduced "by either the well-known jot or the proverbial tittle." The "scarcity of goods plus inflated currency is responsible for the greater part of the high prices," argues *The Globe*, "and the action of a few retailers, or even a large number of them, can not alter these fundamental facts." Recent reductions were brought about by "a lessening of profits rather than by a reduction in the cost of production," says the Columbus *Dispatch*, which is convinced that we can hope for no important and permanent price recessions until we have found a way to reduce the costs of production and of distribution. And it points out that "freight charges are more likely to be increased than lowered, and wages show no symptoms of coming down for the present." "Let nobody imagine that an era of lower prices has been ushered in because price-reductions have been taking place generally throughout the country in certain lines of merchandise," urges the Springfield *Union*, which warns us that "any advantage that the public may gain temporarily will be followed by the restoration of prices hitherto prevailing unless the underlying causes of high prices are eliminated, and this necessarily takes time." In an editorial headed "Hope, But Be Not Misled," the St. Paul *Dispatch* admonishes us as follows:



THE NEW BADGE OF COURAGE.

—Harding in the Brooklyn *Eagle*.

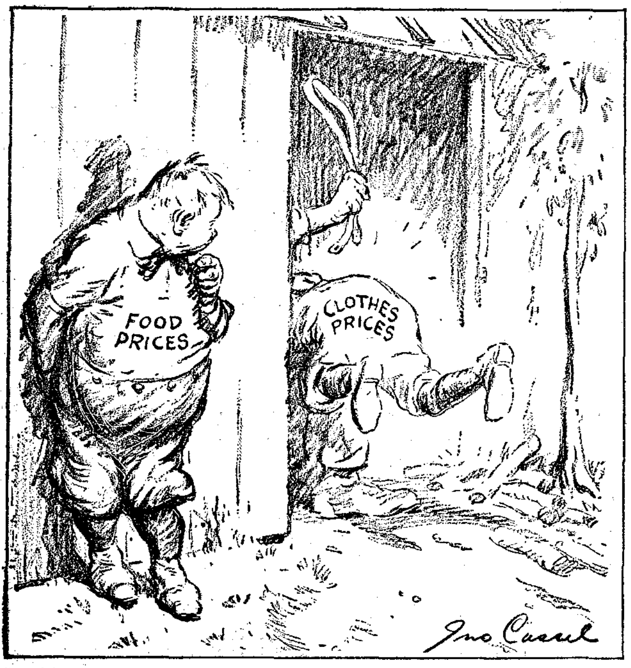
"Sensible people will not be misled by the so-called 'wave of price-cutting sweeping the country.' If they can get out of it any immediate benefit, well and good; but they should not be deceived into believing that it is the appearance of a new state of affairs or that the backbone of high prices has been broken or that it has come to stay.

"This wave is an effect of which the cause is quite apparent. Prices are not being slashed because the goods or commodities offered at lower prices have been bought by dealers at lower rates to justify a mark-down of selling prices. The contrary is, perhaps, the truth. In certain lines—especially the staples—the stocks which must replace on dealers' shelves the goods now being offered at sweeping reductions probably will cost at least as much as before, for a downward trend in these staple lines is not yet apparent. This being true, at least stationary prices may be expected in the fall. The general public should build no hopes upon unstable foundations. The time to rejoice will be when conditions unmistakably show that lower prices must come; and let us hope that there will be no dark side to the picture—that the return to more normal prices will be accompanied by no other conditions worse than high prices."

Consumption has not been cut down by the recent price-slashing, agrees the New York *Commercial*, "but, on the contrary, has been stimulated, whereas production is still lagging behind." "For the first time in our history the complete employment of labor and equipment is unable to meet the demands of the market," notes the New York *Globe*, which goes on to explain "why prices can not collapse":

"The public is pathetically willing to believe that price-cutting by a few department stores, accompanied by the contraction of loans and a selling movement in stocks and bonds, indicates that the peak of high prices has been passed. These surface symptoms, unhappily, prove nothing of the kind. Beyond doubt, there is a certain slack in prices which can be taken up. Manufacturers, middlemen, and retailers may have been receiving unnecessarily large profits, and the recent rebellion of a part of the buying public may have made it necessary to cut profits in order to sell at all. There has been a slight drop in the wholesale price of clothing. Certain wise merchants have realized that they would gain more on a quick turnover by reducing prices than they would save by keeping prices up with a slower turnover. If all retail merchants cut prices this advantage will disappear, and if price-cutting wars follow, the weaker merchants are likely to be ruined, with no permanent advantage to the consumer.

"Our thinking about prices is constantly befuddled by the necessity of expressing them in terms of currency. The present wave of high costs, which is world-wide, is due to the loss of material wealth in the war, both directly and through the ordinary wastage which was not made good in war-time. This wastage must be made good before civilization can produce as large an annual income in the necessities of life as it did before the war. Until it is made good there will not be enough of the necessities and luxuries of life to meet the normal needs of this or any other country. The cost of living is not a money problem, it is a production problem."



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NEXT!

—Cassel in the New York *Evening World.*

Says an anonymous manufacturer quoted in the columns of *The Wall Street Journal:*

"There is a shortage of all products, including oil, sugar, steel, farm products, textiles, paper, etc. You can not bring about a permanent reduction in the cost of living until production catches up with consumption.

"In the face of the movement to reduce prices, I note that advances in wages are being granted by various industries. This increases the purchasing power of the people without any corresponding increase in production, as labor is already fully employed. As a matter of fact, there is a shortage of labor, due to the shorter working-day and decreased production per man. Not until production approaches consumptive requirements can we bring about a lasting reduction in living costs."

"Prolific production! That is the policy for America," insists the Philadelphia *Public Ledger*, which characterizes the recent price-cutting as "only an alleviation." A thirty per cent. increase in clothing prices is confidently predicted for next fall by Mr. F. T. Frazer, editor of *The Haberdasher* (New York), who is thus quoted in the New York *World:*

"Nothing is to be gained by permitting the public to delude itself into the belief that the prices of men's and boys' apparel have reached the peak and are on the decline, when the contrary is the fact. Nothing short of a nation-wide cataclysm can prevent an increase in prices next autumn averaging 30 per cent. above the prices for spring, on which of late heavy reductions have been made in many sections of the country.

"The upward trend can not be avoided by any possible development in the meantime, and all of the government agencies combined are helpless to avert it.

"What they seem to have entirely forgotten in the Federal Reserve Board and the Department of Justice, judging from the published statements emanating from those two quarters, is that the retailer orders his goods and must order them from three to nine months before the time of delivery and retail sale; that the merchandise to reach the consumer over the retail counter next autumn either has been or now is being bought from jobbers and manufacturers, and that without exception every line of wearables for men and boys is being marketed at price increases ranging from 15 to 50 per cent. and averaging, as stated, 30 per cent. increase."

Many observers, however, are convinced that the ogre of high prices has received a mortal wound, tho his death may be a lingering one. "Retail prices are down to stay," says Mr. Franklin Simon, one of the big Fifth Avenue merchants, according to a representative of the New York *Tribune.* And the same paper quotes Mr. H. A. Saks, president of the Retail Dry-Goods Association, as saying of the recent slashing of retail prices:

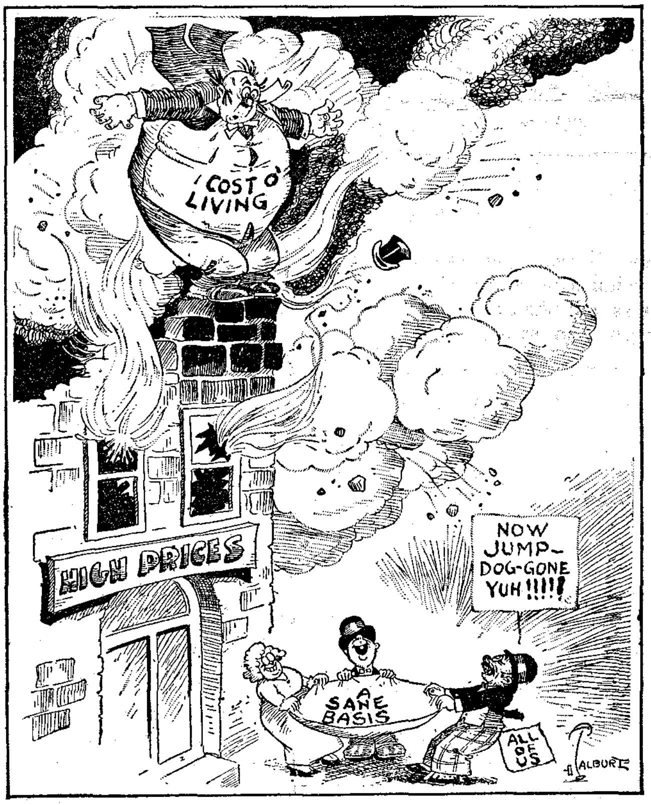
"This is a sane and normal movement toward sane and normal conditions. The general reduction at the present represents approximately the amount of the inflation in certain lines.

"It is evident that we are coming back to earth. Honest work, more production, and consequently more competition, will result in a permanent softening of prices, which may amount to an average of 15 per cent."

"I feel that the worst of high prices is over," says Mr. Francis H. Sisson, vice-president of the Guaranty Trust Company of New York. And the Brooklyn *Eagle* quotes him further as follows:

"I see no reason for prices to go back to the high level at which the public stopt buying. We are not going to have the same thing all over again. In my opinion the general trend of prices of commodities will be downward from now on."

The present drop in prices is not a spasmodic movement, such as was the overalls movement, but a genuine indication that the orgy of spending is near an end, says Prof. Joseph French Johnson, Dean of the School of Commerce and Finance of New York University. He is quoted as follows in the New York *World:*



HE'S GOTTA COME DOWN.

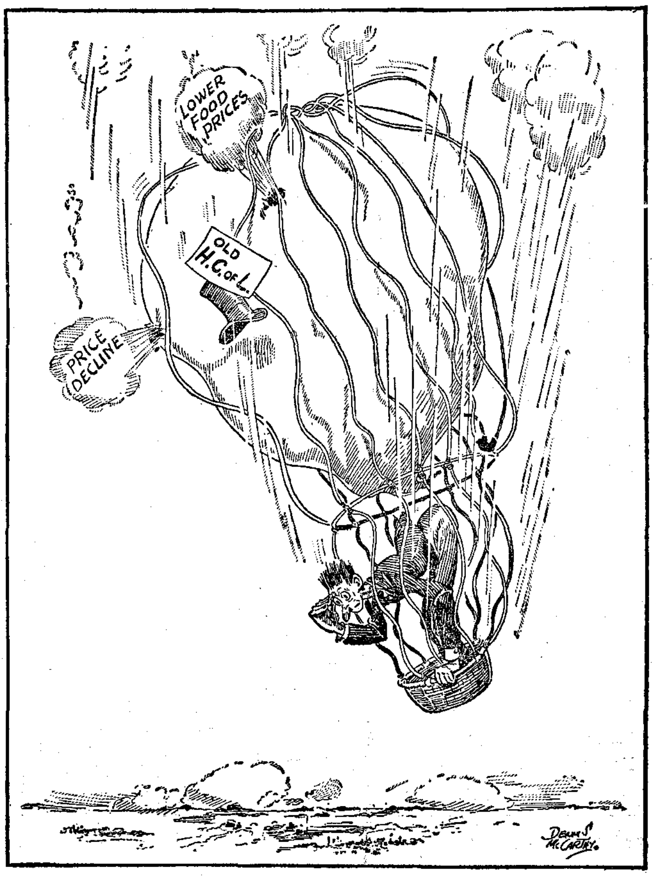
—Talburt in the Toledo *News-Bee.*

"A selling movement is now beginning to take the place of the reckless buying and consumption which have prevailed the last few years, and on all sides there are unmistakable signs that prices have started their bumping downward journey. I certainly hope the slump will not be so rapid as to bring on a panic.

"Normally, the level of prices should range downward during the present calendar year; first, because the production of goods is increasing; secondly, because we are likely to lose some of our gold stock so that banks will be forced to contract their credits;

and thirdly, because the Federal Reserve Bank is already enforcing the policy of restriction.

"The fact that the banks are behind the movement to lower prices is the best assurance the downward course will continue. The decline of prices will first affect our security market. The prices of stocks have already weakened. Then the prices of some of our speculative commodities will suffer. The prices of wholesale commodities will decline here and there. Retail prices will then gradually fall, and, last of all, real estate, rents, wages, and salaries."



LOOKING FOR A SOFT SPOT.

—McCarthy in the New Orleans *Times-Picayune*.

The price drop is permanent, agrees Prof. Frederick B. Robinson, Dean of the School of Business in the College of the City of New York. The New York *Evening Sun* thus reports his views:

"High prices reached their peak some two or three weeks ago, and the break that has spread throughout the country is the natural result of present-day economic conditions, which will affect the markets not only of the United States, but of the entire world.

"Future decreases are not apt to be as sudden and startling as this first one, but the trend will be consistently downward. . . . . . .

"The reasons for high prices Professor Robinson gave as coming in the following order of time and importance: (1) The fundamental or economic reason, raw material shortage due largely to the improper distribution of labor; (2) speculation, that is, the buying of goods by a certain element to hold for higher prices, and including what is now known as profiteering; (3) inflation of values and credits, a combination of the other causes, and (4) a wrong method of taxation, which led manufacturer, wholesaler, and retailer to add an enormous percentage to the price of his goods in order to keep up his own income standard.

"The drop in prices manifests itself in the same sequence, speculation always taking its cue from the source and possibly moving faster but rarely first, said Professor Robinson. The world at large has been engaged in making what is known as 'producer's goods'; that is, machinery and other articles which are used in producing wares for the ultimate consumer. This, in itself, was a sort of universal speculation on the future needs of all countries, and was not a policy calculated on supplying existing needs with raw materials.

"When the speculator becomes frightened as to the future and banks begin to withdraw credits, clothing and other stocks actually on the shelves of the various shops are the first to reflect changing conditions of the market. Next comes food, which must usually be sold at once under any circumstances, and is not affected by any manipulations of the speculator, Wheat and other staples, of course, are subject to the whims of the speculators in the market much more than vegetables or other fresh food.

"After food come wages, as the amount of money required to maintain the standard of living is lowered and the demand for labor is lessened. After the drop in wages comes decreased cost of manufactured articles, as cost production is lowered. Since manufactured articles are not spoiled by storage, stock on shelves will be held for sale at a profit over the high purchase price until labor and raw-material supplies permit new standards of lower prices.

"Last to be reduced will be the cost of housing."

Prices are coming down, rejoices the Rochester *Times-Union*, and "the effect will be beneficial to the entire country." For—

"Reduction of living cost will make present wages more acceptable and labor will become more content. Strikes and the losses they entail will be fewer. Thus the constantly increased cost of production will be checked and conditions will return gradually to a more normal basis.

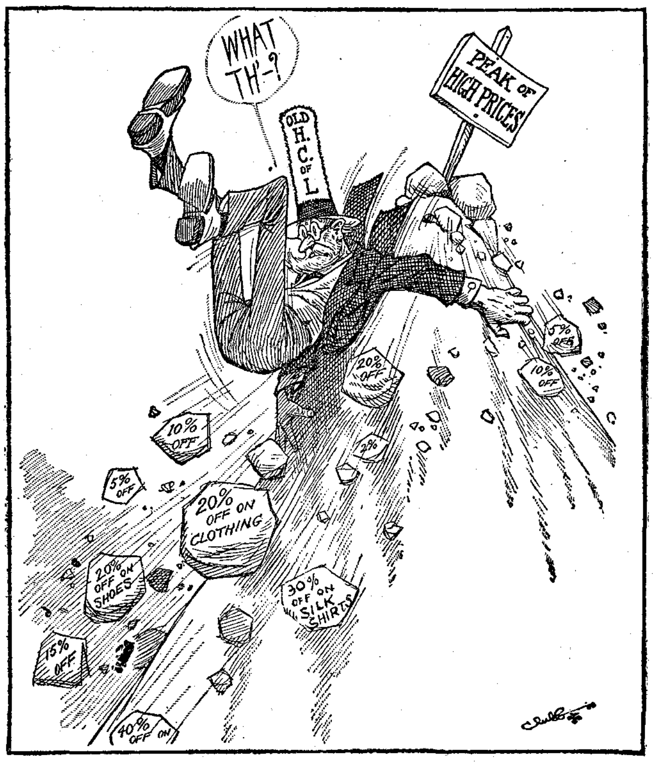
"There is no danger of a panic, and those who talk it should be squelched. The return to normal conditions must come slowly, and will come slowly."

And in the New York *Evening Mail* we read:

"Let us steady down a bit. There is no need of backing out of prosperity in a clumsy sort of way. No need of talking ourselves out of a situation so strong in its essentials that other nations are striving mightily to match it.

"Just now the air is full of talk that something dreadful is going to happen. No one knows what it is; no two persons agree on the reason why it should happen or what will avert it. All they know is that something will happen and out of their fears they are conjuring up many things that certainly will not happen.

"When they get through with their attack of pessimism they will find that Uncle Sam continues to hang out the familiar sign, 'Business going on as usual.' He is not planning to do peace business on a war-basis; but he is going to keep in business on a sound and prosperous basis. That is the prospect ahead of the United States."



SLIPPING.

—Clubb in the Rochester *Herald*.

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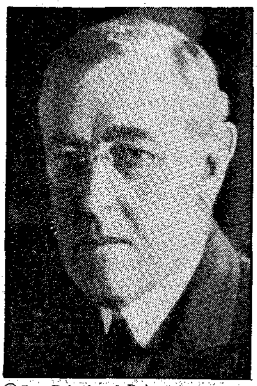
WM. G. M'ADOO.
101,773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PRES. WOODROW WILSON.
67,079

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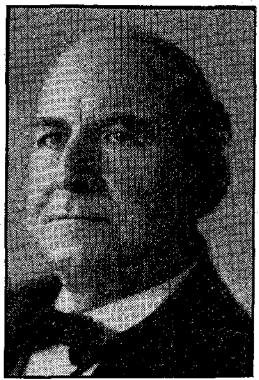
GOV. EDW. I. EDWARDS.
60,958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WM. J. BRYAN.
46,069

GOV. JAMES M. COX.
32,144

EIGHTH WEEK OF "THE DIGEST'S" POLL—

AN ELECTION held after the Greek victory at Salamis, 480 B.C., furnishes one of the earliest historical proofs of the value of a ballot arranged to record both the first and second choice of each voter. When the leaders of the Greeks took a vote among themselves to decide which deserved the greatest credit for the victory, the returns showed one vote for each candidate. Luckily the ballot, like the ballots sent out by The Literary Digest, permitted a second choice, and nearly everybody agreed that second honors should go to Themistocles. It was, therefore, plain that Themistocles was not second, but first. *The Villager* (New York), which digs up this bit of history, argues for the importance of second-choice votes in the present contest for the Republican Presidential nomination, where, as the New York *Tribune*, quoting and commending *The Villager*, points out, "there is a bewildering number of first choices."

An extended analysis of the ballots listed in the column headed "Second Choice," in the large table below, has been made by The Digest, partly along lines suggested by Daniel S. Remsen, author of an important work on the American primaries. In this case the results, by and large, strongly and significantly emphasize the national preferences as revealed by the first-choice votes. In the case of the three leaders in the Republican column, for instance, whereas the first-choice vote shows Wood leading Johnson by approximately 14,500 and Hoover by 37,000, the second-choice column (below) shows the larger margins of 25,000 and 46,500. Figured in percentages, General Wood's superiority in second-choice votes is even greater, since the first-choice totals are much larger than the second. A brief portion of The Digest's tabulation of the Republican portion of the second-choice vote, showing both the candidate on whose ballot they appear and the candidate to whom they would go in case of the original candidate's elimination, is presented in the following small table. Thus it is shown that of the total number who voted for Wood, 43,837 voted for Johnson as a second choice, 26,971 for Hoover, 36,322 for Lowden, and 19,506 for Hughes.

First Choice		Second-Choice Votes.				
		Wood	**Johnson**	**Hoover**	**Lowden**	**Hughes**
Wood	277,486		43,837	26,971	36,322	19,506
Johnson	263,087	37,656		11,101	26,861	16,032
Hoover	240,468	36,507	14,552		17,727	8,934
Lowden	120,391	24,506	20,116	7,605		6,841
Hughes	59,719	9,302	6,957	2,952	3,693	
Total Second Choice.		125,473	96,425	55,511	94,929	61,252
First Choice		277,486	263,087	240,468	120,391	54,719
Grand Total		402,959	359,512	295,979	215,320	115,971

						NEW ENGLAND STATES							MID. ATL. STATES				EAST NORTH CENTRAL STATES						WEST NORTH CENTRAL STATES							
	First Choice	Second Choice	Democratic Voters	Republican Voters	Other Parties	Maine	N. H.	Vt.	Mass.	R. I.	Conn.	Total	N. Y.	N. J.	Pa.	Total	Ohio	Ind.	Ill.	Mich.	Wis.	Total	Minn.	Iowa	Mo.	N. Dak.	S. Dak.	Neb.	Kans.	Total
DEM.																														
Bryan....(1)	46069	29630	36212	2497	7360	148	38	50	282	63	136	717	1743	290	1734	3767	3709	2385	2438	985	673	10190	1350	1524	3364	403	241	2503	2631	12016
Clark.....(2)	22012	32790	19169	649	2194	178	114	76	332	76	170	946	1366	161	737	2264	689	692	1464	157	206	3208	231	551	3512	72	77	283	690	5416
Cox......(3)	32144	30486	27229	2162	2753	40	28	42	111	43	52	316	541	98	635	1274	12729	2592	1203	206	120	16850	156	324	833	21	45	135	253	1767
Edwards..(4)	60958	29413	39765	13749	7444	448	194	143	958	199	960	2902	9902	6124	2716	18742	2222	2998	5271	949	1010	12450	1546	3404	2062	251	158	570	777	8768
Marshall..(5)	11607	21126	9797	394	1416	67	37	15	74	24	63	280	572	69	266	907	394	3903	388	126	76	4887	105	161	333	30	21	111	126	887
McAdoo..(6)	101773	88538	86025	4906	10842	603	355	212	1006	224	609	3009	5093	904	4513	10510	2741	6716	5220	1647	985	17309	1547	2044	6936	338	350	863	5086	17164
Palmer...(7)	18933	30325	16464	546	1923	112	32	26	91	20	63	344	595	108	2552	3255	349	487	596	388	176	1996	163	421	629	32	36	145	255	1681
Wilson...(8)	67079	25825	54586	4239	8254	643	283	218	1232	253	560	3189	5083	1195	2684	8962	2016	2381	4018	1298	1068	10781	1358	1608	2765	174	141	677	1180	7903
REP.																														
Coolidge..(9)	33621	67047	5364	23095	5162	1080	548	1093	12287	643	1408	17059	5543	995	1694	8232	802	337	627	283	359	2408	308	301	471	107	49	212	383	1831
Harding .(10)	36795	42212	3478	29042	4275	106	35	39	188	100	172	640	1086	351	1156	2593	21959	3559	564	243	133	26458	148	292	704	37	37	179	456	1853
Hoover..(11)	240468	120430	94081	105356	41031	2925	1850	1555	14327	1888	4301	26846	27388	6863	17887	52138	17753	5228	8875	8030	6862	46748	10171	5803	5550	1405	1093	3251	3003	30276
Hughes..(12)	54719	88787	4834	42056	7829	909	281	426	3125	636	891	6268	13666	1310	4533	19509	3994	1495	2632	811	1245	10177	1471	1206	1948	293	180	1221	1072	7391
Johnson .(13)	263087	161670	56153	168009	38925	2689	1043	883	10758	1597	3114	20084	31108	7358	13756	52222	11123	9720	32228	15385	7396	75852	10758	7825	7019	2699	2385	5074	6357	42117
Lowden..(14)	120391	129992	13709	92767	13915	297	161	120	980	200	798	2556	5397	630	1659	7686	2120	6804	34350	4959	2166	50399	4457	19944	4664	1290	1273	1880	2681	36189
Taft.....(15)	32740	62871	6519	21363	4858	340	147	198	960	154	871	2670	4118	869	3387	8374	2688	975	1759	833	1091	7346	1062	1257	930	190	230	1157	953	5779
Wood...(16)	277486	186946	25096	215994	36396	4625	2851	2143	16229	2777	5326	33951	45321	11399	22767	79487	24481	15906	19881	10252	4418	74938	8639	4455	9100	1979	2125	4414	8945	39657
Debs *Soc.*(17)	16131	861	3151	1818	11162	42	30	18	500	116	185	891	3239	399	1184	4822	1128	519	1253	294	506	3700	878	343	401	81	46	170	538	2457
Others...(18)	104955	137518																												

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GEN. LEONARD WOOD.
277,486

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SEN. HIRAM JOHNSON.
263,087

© Underwood & Underwood.

HERBERT HOOVER.
240,468

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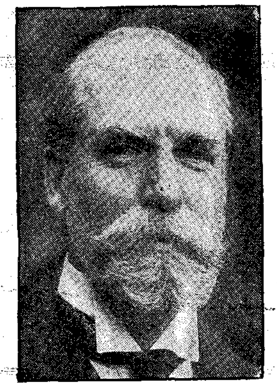
GOV. FRANK O. LOWDEN.
120,391



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CHAS. E. HUGHES.
54,719

ANALYSIS OF THE SECOND-CHOICE VOTE

The tabulation of these second-choice votes, owing to the huge size of the task, includes only returns received up to the middle of May, but there is no reason to suspect that later returns would materially change the result. The current first-choice votes, as added to the total second-choice ballots in the line labeled grand total, may possibly give a truer indication of the respective popular strength of the candidates than could be given by either first- or second-choice ballots alone.

According to Mr. Remsen's plan, which has been adopted in parts of Australia as well as in some of our own States, all the candidates whose total first- and second-choice votes is less than the first-choice votes returned for the highest candidate would be eliminated. "For by no possibility," explains Mr. Remsen, "can any such have been elected." Under this ruling, it will be seen, only Wood, Johnson, and Hoover would remain to be voted for. Removing from consideration all of the second-choice votes written on any of the ballots which carry either of the three as first choice, we find that General Wood receives a total vote of 112,783 from the eliminated candidates, Johnson receives 103,381, and Hoover 81,358. It must be pointed out, however, that the second-choice vote listed as coming from Democratic sources, amounting to less than three thousand in the case of General Wood and less than ten thousand in the case of Senator Johnson, favors Mr. Hoover to the extent of more than twenty-five thousand. As a final side-light on the situation, it may be mentioned that the returns in the week just passed have given General Wood 4,407 second-choice ballots, Senator Johnson 4,207, and Mr. Hoover 3,396. In the same week the first-choice ballots ran: Johnson 7,095, Hoover 6,940, and Wood 6,558.

Among the candidates not mentioned in the small second-choice table presented on the preceding page, Governor Coolidge, of Massachusetts, leads the field with a total of 44,020. Repaying the Democratic compliments shown to Hoover both in first- and second-choice votes, his first-choice adherents give a good many second-choice votes to Democratic candidates, 14,535 Hooverites testifying that McAdoo is next in their preference. Here, again, however, comparison brings out the second-choice strength of General Wood, who receives 36,507 second-choice votes from the Hooverites, as against 17,727 for Lowden and 14,552 for Hughes.

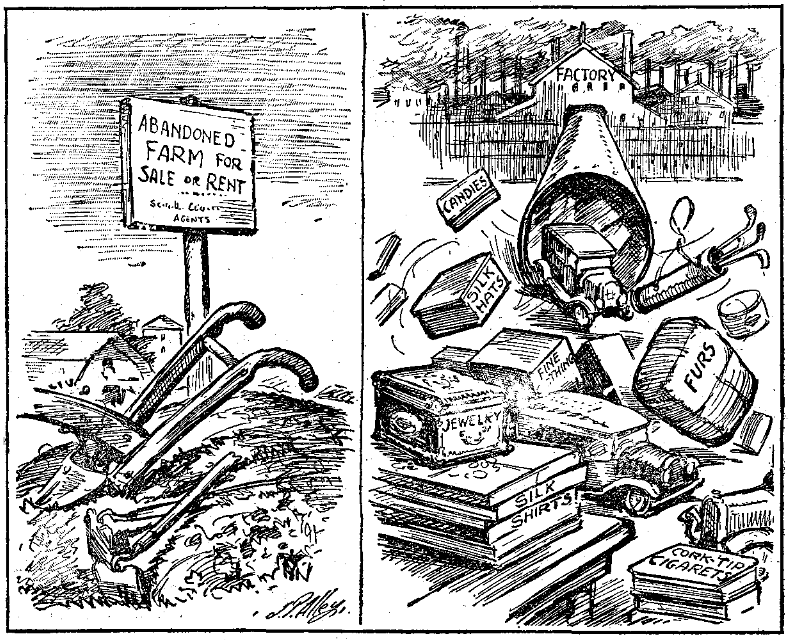
Among the candidates not listed on the large table, Senator Capper, of Kansas, continues strongest, with a total vote of 23,197. Pershing follows with 13,660, and La Follette with 10,644. Senator Irvine L. Lenroot, of Wisconsin, whose candidacy was recently announced in a circular, writes to say that he has not announced his candidacy, and is not a candidate.

The situation among the Democratic candidates, both as regards first- and second-choice ballots, will be considered in a final article on the poll to appear next week.

	SOUTH ATLANTIC STATES										EAST SOUTH CEN. STATES					WEST SOUTH CEN. STATES					MOUNTAIN STATES									PACIFIC STATES				
	Del.	Md.	D. C.	Va.	W. Va.	N. C.	S. C.	Ga.	Fla.	Total	Ky.	Tenn.	Ala.	Miss.	Total	Ark.	La.	Okla.	Texas	Total	Mont.	Idaho	Wyo.	Colo.	N. Mex.	Ariz.	Utah	Nevada	Total	Wash.	Ore.	Cal.	Total	Source unknown
(1)	88	462	84	1117	713	806	433	448	460	4611	1317	1181	729	779	4006	1197	302	1933	2749	6181	332	237	70	588	195	83	248	49	1802	1021	487	1028	2536	243
(2)	60	500	77	554	322	227	238	525	376	2879	532	712	386	620	2250	510	371	578	1844	3303	145	90	71	236	118	80	48	36	824	216	132	540	888	34
(3)	50	598	18	776	956	214	188	233	109	3142	5676	803	508	186	7173	248	68	259	415	990	37	38	18	76	55	37	33	12	306	103	30	107	240	86
(4)	205	1319	154	1361	556	898	504	1609	786	7392	973	1711	722	603	4009	543	657	509	1559	3268	199	141	45	608	99	188	73	40	1393	371	210	1428	2009	25
(5)	56	144	15	380	106	309	203	251	264	1728	161	255	437	231	1084	184	108	118	829	1239	37	52	13	76	35	36	36	15	300	105	40	113	258	37
(6)	250	1065	343	3618	1094	5450	2581	2369	861	17631	2225	4891	2569	2188	11873	2235	1491	1661	8924	14311	345	644	203	1215	581	342	732	85	4147	1767	1551	2324	5642	177
(7)	76	268	73	662	167	609	668	2785	294	5602	309	792	743	475	2319	412	212	274	1893	2791	67	60	29	205	73	32	87	7	560	127	69	135	331	54
(8)	163	1094	123	2164	863	2554	1534	1501	641	10637	2029	2953	1663	1417	8062	1400	604	1627	7121	10752	295	302	146	764	206	165	411	71	2360	1097	798	2401	4296	137
(9)	59	328	76	278	148	139	30	114	142	1314	259	264	70	46	639	65	55	195	315	630	77	79	31	195	33	50	92	30	587	261	91	518	870	51
(10)	50	246	177	353	636	212	10	60	58	1802	702	214	155	56	1127	52	46	231	548	877	74	49	93	394	39	34	45	20	748	192	114	377	683	14
(11)	504	2549	456	3276	1653	1876	928	2352	1536	15130	2687	2592	1317	974	7570	1283	1206	2242	5202	9933	2015	1596	428	3849	638	909	1618	720	11773	7559	4613	27146	39318	736
(12)	117	668	208	711	681	409	57	245	165	3261	842	875	197	94	2008	226	268	475	753	1722	228	185	90	533	64	59	162	37	1358	720	834	1368	2922	103
(13)	355	2445	664	2166	1853	1918	424	1063	839	11727	2197	2463	767	522	5949	791	935	3255	3377	8358	2110	1398	455	2304	418	651	1881	546	9763	5272	3141	28424	36837	178
(14)	62	579	237	1048	408	513	59	256	215	3377	1463	1496	320	310	3589	1038	316	2002	1142	4498	1509	463	379	2159	303	242	494	113	5662	1762	1470	3072	6304	131
(15)	81	577	51	382	297	195	55	270	78	1986	456	452	151	95	1154	135	130	428	912	1605	135	116	80	472	37	66	113	27	1046	726	837	1131	2694	86
(16)	642	2812	650	1572	2747	1297	453	935	1097	12205	2094	2789	668	461	6012	996	726	2550	3420	7692	1380	1405	330	3014	1039	633	905	135	8841	5374	3830	4407	13611	1092
(17)	31	126	28	247	94	53	15	49	83	726	99	72	39	66	276	107	108	329	426	970	125	63	21	160	42	41	137	118	707	527	215	810	1552	30

WHAT TO DO TO AVERT A FOOD CRISIS

THAT THE WORLD'S GREATEST GRANARY and stock-yard, the country which fed warring Europe, is itself facing scarcity within a year and perhaps dependence on overseas food supplies, is a statement which would provoke smiles if it were not made by eminent authorities and buttressed by solid facts. Since we quoted agricultural and trade experts two weeks ago who told why this condition exists, government officials, authorities on food and farming, and leaders of opinion have been appearing in print with advice about remedying it. Their suggestions center around the stimulation of production and the elimination of waste. The farmer must be helped to produce more; the immigration of potential farm-hands must be encouraged, labor must be steered back to the land, city vacationers must take to the hoe; machines must be made to do more work on the farm, and must be furnished where necessary through government aid or private cooperation. And all of us who have back yards must add to the food supply by raising vegetables in "peace gardens." Better marketing systems must be devised, food must move from the producer to the consumer more quickly and more cheaply, and the consumer must do his part by buying wisely and avoiding waste.



"PROSPERITY!"

—Alley in the Memphis *Commercial Appeal.*

While stocks held in storage may be released and thereby bring prices down, spokesmen for the farmers tell us that food prices will never fall to old levels, but must be kept high enough to make maximum food-production profitable to the producer in an era of high-wages and expensive supplies. If city dwellers are to have food in plenty, farming must be a truly "gainful" occupation. The editor of *The Manufacturers' Record* (Baltimore) believes that the farmer has never received a fair measure of profit; that his work must be recognized at its full value, and that if farming does not yield a fair return and if the farmers' children are not given a fair chance compared with the children of the cities, then trouble is ahead. The farmer, says the Los Angeles *Orchard and Farm,* "is determined to place himself upon an equal plane with his city brother—to have good roads, good schools, home conveniences, an automobile, an income for his labor sufficient to buy the things that other men buy." Farming must be made more attractive, declares the editor of *The Farmers' Mail and Breeze* (Topeka, Kan.), so that "ambitious, capable young men will wish to engage in it." And this authority tries to answer the question "How?"—

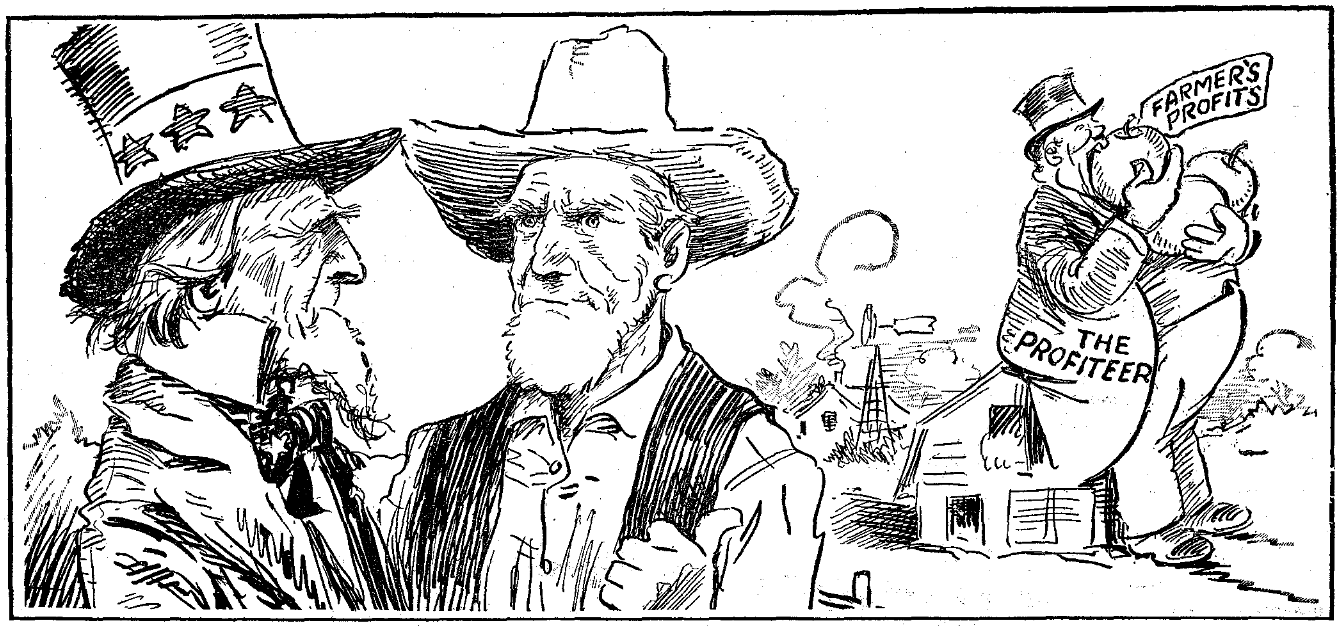
> "There are three factors in the problem: increased production, a vastly better system of distribution, and cheaper capital. It has been demonstrated that scientific cultivation will increase production at least 100 per cent. on the average, and probably from 200 to 300 per cent. But there is little use to talk about increased production unless there is a profitable market for the things produced.
>
> "It has been demonstrated fully that there is little relation between the price received by the farmer for his product and the price paid by the consumer of the finished or manufactured product. . . . My opinion is that the remedy must be found eventually in a wide-spread system of cooperation among the farmers themselves. . . . I think it will be possible to have a cooperative community cultivating, perhaps, twenty miles square of land with the most economical and scientific management and with manufacturing establishments, packing-houses, and canning-factories, operated by the same community; in other words, the raw product would be turned into the finished product where it was produced.
>
> "I think also that cheap capital could be furnished by the Government taking the bonds of the cooperative communities at a nominal rate of interest, say 2 or 3 per cent., and issuing to the community currency, so much as might be needed, based on such bonds."

To a certain extent, explains Mr. Arthur R. Marsh, editor of *The Economic World,* in a New York *World* interview, a corrective to scarcity with high prices "will be furnished by the very condition which has been created"—

> "High agricultural prices will induce many farmers to plant more and will also attract many more to engage in farming. . . . The shortage of 1920 may thus be compensated for to some extent by increased production in the years immediately following."

The New York *Times* suggests that the industrial slow-down which is now being predicted may furnish a partial remedy for the farm-labor shortage. "For there are current reports of factories already running on shortened time and counting complete stoppage for a while among the possibilities," and this "might be effective in sending applicants for work to the farms." Others see little hope of securing sufficient farm-labor out of our present population and demand the encouragement of immigration. Suggestions for the importation of coolie labor have not been very popularly received, but the editor of *The Ohio Farmer* (Cleveland) says he has been told by a man intimately familiar with conditions in northern Europe "that there are thousands of farm-laborers in the Scandinavian countries, as well as in Holland, Russia, Belgium, and possibly Germany and other countries, who would be glad to emigrate to the United States if they could be admitted here." They are men and women "used to farm work because they have done nothing else," but "the literacy test keeps them out of this country." The Ohio editor wonders if it would not be advisable to lower this barrier to farm-workers in order that our food production may be maintained, and he continues:

> "There would be serious objection raised by American organized labor to bringing in the trained artizans of Europe, but American farmers would welcome a class of honest, industrious people who would come to fill the ranks of farm-laborers, now so sadly thinned. These people would not be skilled in the use of farm machinery. Many of them could not read or write. But we are told, and have every reason to believe, that they would be industrious and peaceable, and that they would mind their business and not start out to tear down our governmental institutions, as do some of the bright ones that get across. Their children would grow up into good citizens and they would be a useful and welcome class of immigrants. In times past a large proportion of immigrants could not read or write, but they had



THE FARMER: "WITH HIM GONE, I CAN DO SOMETHING."

—Morris in *The Nonpartisan Leader.*

common sense, which is something that is often lacking in those who have had a good education. If such a class of farm-laborers is available, the United States should admit them."

Another answer to the problem of the lack of farm-labor "will be the increased use of labor-saving machinery," several daily newspapers assert. An editor of the Chicago *Tribune*, after reading the Department of Agriculture's latest bulletin on the subject, informs us that—

"One man with a twenty-eight-inch horse-drawn gang plow can do 75 per cent. more than with a one-bottom sixteen-inch plow. One man with a corn-binder can do 50 per cent. more than if he cuts and shocks by hand. A hay-loader reduces by 25 per cent. the time required to put on a load. Farmers who use manure-spreaders haul and spread in less than half the time required by those who haul by wagon and spread with a fork. Saving of man-power by use of tractors, combined harvesters, and other improvements is vastly greater."

Many observers of agricultural conditions realize that most small farmers can not afford to buy the expensive machinery they ought to have. Mr. George F. Niles, of Pomfret Center, Conn., for instance, writes to *The Manufacturers' Record* to suggest that the Government and our financiers cooperate "to have a strong central organization created to promote and finance the establishment of smaller corporations throughout the country which could own or otherwise acquire possession of sufficient agricultural machinery to supply the needs of each district, by either renting the machines (operated by the owners' skilled drivers) to farmers who desired their use, or, if found to be more expedient, doing the work at a fixt price per acre, or even on the basis of crop-sharing with the landowners." The Farmers' National Council is also awake to this need and has asked Congress to put at the disposal of the farmers a revolving fund of from $25,000,000 to $40,000,000 for the purchase of machinery and other farm necessaries.

Herbert Hoover thinks the whole problem of food-production and distribution should be looked into by a commission of highly trained farmers, economists, and financial experts. At no time, he says, "has the margin between the farmer and the consumer been as large as it is to-day." In his opinion, "the whole marketing system in many of our commodities is indirect, expensive, wasteful, and increases the margin unduly." So he calls for investigation and legislation to bring about "the perfection of our marketing system, that the waste and cost thereof may be reduced." The Secretary of Agriculture points out in a recent statement that profitable farming depends on three things—ample production, minimum cost of production, and adequate prices. As Mr. Meredith explains:

"Adequate production at minimum cost involves more efficient methods and economical operations. Factors in this are better utilization of the soil, more intelligent use of fertilizers, the use of better seed, the growing of more productive strains and varieties, better methods of preventing soil erosion, more effective methods of combating insect pests, plant and animal diseases, the production of more and better grades of live stock, better utilization of forage and roughage and waste materials on the farms, better maintenance of soil fertility by conserving soil moisture and manure, and a greater use of legumes in rotations and as companion or intertilled crops; the greater use of machinery and practical mechanical power on farms.

"The problem of securing for the farmer prices which will enable him to maintain production is a more difficult one. Attention must be given to better and more economical methods of grading, storing, marketing, and distributing farm products."

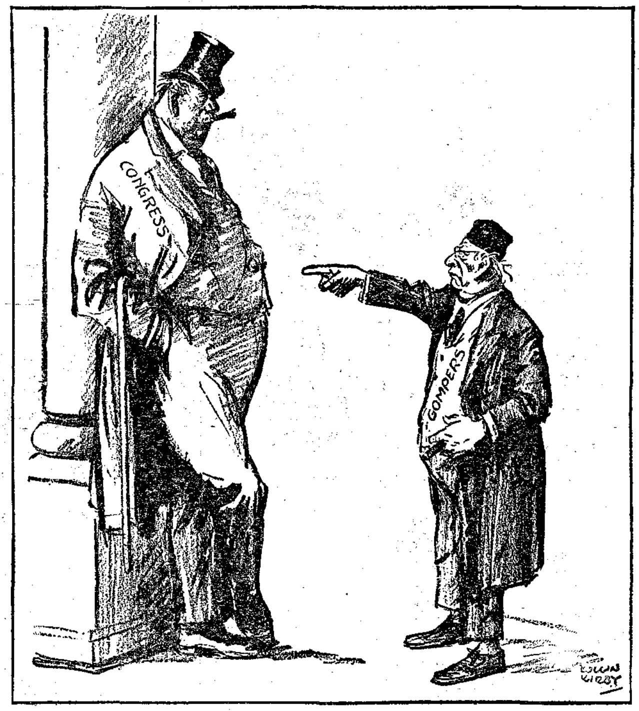
But while all these suggestions are valuable in showing how farm production may be increased in the future they do not help much to solve the problem of food for this year. How can the farmer be helped to get this year's crop properly cultivated and harvested? This is a subject which is engaging the concern of governors, legislatures, boards of trade, and daily newspapers. In one Ohio city 2,000 business and professional men have announced that they will give one day's service each week to farmers. City men are being urged to spend their vacations as farm-hands. College men and high-school students are being especially urged by the newspapers to give their long summer vacations to farm-work. The members of Colgate University's crack football team, it has been announced, will do their summer training in the corn-fields and potato patches of central New York.

In Michigan an organization has been formed to recruit men in industrial centers and place them on some of Michigan's eighteen thousand abandoned farms. In Massachusetts the legislature is preparing to make appropriations to encourage the organization of farming-camps from which students and others can be sent where they are most needed by the farmers. In addition to this the Governor of Massachusetts has called upon the people of the State to cultivate "peace gardens," to supplement the production of the farms and to bring down the cost of living. The Boston Chamber of Commerce has sent out an appeal to every one in New England to have a home garden this year. Such appeals are being made by the newspapers everywhere. "There is greater need for a garden this year than there was during the war," the Rochester *Times-Union* explains.

THE GOMPERS PLAN TO ELECT A LABOR CONGRESS

ANY SENSITIVE FEELINGS the present Congress may have are not spared by Samuel Gompers, president of the American Federation of Labor, when he writes in an editorial in *The Federationist* that "deception, if not treachery, has met the appeals of the wage-earners for relief from the high cost of living, profiteering, and the reduction of wages," and urges his readers to return to Congress in the fall men who are friendly to labor. "Enemies must be defeated; friends must be elected," is the slogan of the Federation president. In short, "there must be an overturn in Congress."

Describing the days since the armistice as an "era of frenzied profiteering and gambling," Mr. Gompers holds Congress directly responsible for the present condition of labor and the unprecedented cost of living. "It may be indicted fairly as a Congress of incompetence on the cost-of-living issues, and as a Congress which has been negligent of duty and thoughtless of the welfare of the people," Mr. Gompers goes on. Not only that, but "politician has played hand and glove with industrial monarch to press down upon the people the burdens of industrial empire," and furthermore:



"YOU BIG LOAFER!"

—Kirby in the New York *World*.

"While profiteers have reaped untold gains, while they have piled fortune upon fortune in gold, beyond the dreams of avarice, makers of laws have gone about the business of writing into the statutes measures for the suppression of trade-union activity.

"Out of this repression and out of this ruthless exploitation and profiteering there has been bred among the working people a deep and stern resentment. No excuse will be accepted from the Congress of the United States for its failure to find proposals of constructive nature to meet a situation that has long been of alarming proportions and of the utmost gravity and significance.

"The working people of the United States are speaking to-day in mandatary terms. They have reached the point at which they will no longer endure or suffer injustice by legislative enactment and profiteering by private pirates. The service they have given entitles them to the right to be heard. They will be heard."

Then Mr. Gompers charges that Congress has had laid before it "suggestions for effective action and plans for real relief," but that "it would not listen and would not act." "Seven measures were suggested by the President, but Congress gave no heed. If these measures had no merit Congress should have produced measures of its own making as substitutes. But Congress did nothing," Mr. Gompers tells us. To avoid such negligence in the future, "there must be sent to Congress men who understand and men who can be trusted," and in the meantime he would have the following measures of relief adopted:

"First—Immediate adjustments of wages, both in private employment and in government service, to meet at least the living costs that have outstript incomes by reason of this era of frenzied profiteering and gambling.

"Secondly—Immediate effective action must be taken to prevent continued increases in the cost of living. This requires action of a fundamental nature. It requires action by the Congress.

"Thirdly—There must be an end to the enactment of the kind of legislation typified by the Esch-Cummins Railroad Law and the Kansas Court of Industrial Relations Law. There must be an end of legislative repression, restriction, and coercion.

"Fourthly—The Congress of the United States will do well to give immediate and effective consideration to the proposal of the American labor movement that control of credit capital be taken from private financiers and placed in the hands of a public trust, to be administered upon principles voluntary and cooperative in character.

"Fifthly—Congress should provide immediately for full publicity for income-tax returns."

No editorial which we have read entirely agrees with Mr. Gompers, altho many concur in his opinion of Congress, and the New York *Evening Mail* admits that he "has pointed out the right path of political action to labor." "All that he says of the shortcomings of the present Congress is true; it is unintelligent, slothful, partizan, and obstructive," declares one of its severest critics, the Democratic New York *World*. But, continues this paper:

"Nearly everything that Mr. Gompers suggests as a remedy for its failures is just as objectionable, for he speaks only for a class.

"The cost of living is not going to be reduced by continuous wage increases, strikes, shortened production, and laws that favor some elements of the population at the expense of the majority. Of the many words used by Mr. Gompers not one recognizes responsibility on the part of organized labor for existing conditions or obligation to cooperate unselfishly in working out the problems presented.

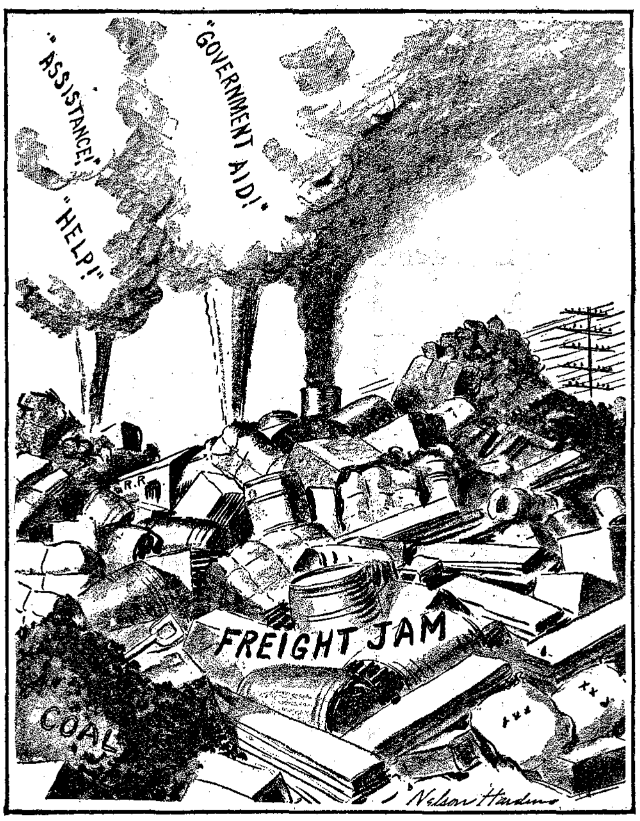
"When labor demands everything and yields nothing its attitude is the same as that of the profiteers. Mr. Gompers wants more wages and he resents any law substituting inquiry for violence in industrial disputes, and yet he would have that spirit in others curbed by legislation. Such a plan will not work. If Congress were made up of members of the American Federation of Labor it could not be made to work.

"High prices are not due to profiteering alone. We are paying for war, for inflation, for waste, for extravagance, for natural law disregarded. We went into these things together. We must find our way out together, without dictation from any class."

The Socialist New York *Call* looks upon the Gompers statement as a "confession of failure" of present non-Socialist labor methods, and the Buffalo *Commercial* (Rep.) sees in it a "campaign of the American Federation of Labor to pay the debt it owes to President Wilson and the Democratic party." "The President has repeatedly catered to the demands of the unions, and now the unions are called upon to settle," continues this paper. The New York *Tribune* (Rep.) looks upon the Gompers move as "bushwhacking strategy," and charges him with "trying to control votes in Congress" while "shying at trying to elect candidates who believe enough in his policies to advocate them directly, and to cut loose from other parties." "Why doesn't he organize a Labor party here, as the labor-leaders in other countries have done, and accept the responsibility which goes with organized political activity?" asks this paper. As to profiteering, the Buffalo *Commercial* reminds us that "organized labor has been the greatest of all malefactors; it has been harsh and tyrannical in its demands."

THE RAILROADS' NEED OF UNITY

UNITY OF COMMAND, found absolutely necessary to enable the railroads to meet the demands of war, is now apparently discovered to be no less essential in peace-time traffic emergencies. In fact, the carriers themselves have asked the Interstate Commerce Commission to relieve the railroad freight congestion by exercising its enlarged powers under the new law. They virtually recognize, says the Boston *Globe*, "that in an emergency it is inimical to the public interest to operate the roads in any other way than under a coordinated plan directed from Washington." And the Commission, observes the New York *Evening Mail*, is performing the functions of a transportation general staff with good prospects of success. The New York *World* is rejoiced to find the Interstate Commerce Commission as now constituted "revealing a capacity along this line which is most reassuring for the success of the new policy of railroad regulation," and the New York *Commercial* sees reason to expect that the Commission "can point the way for the roads over chasms spanned by enduring viaducts." Of course, as the Milwaukee *Journal* notes, some will seize on this development "as proof that the business is too big to be handled by any but the Government," while "others will once more contend that it is the direct result of government operation," but *The Journal* would compare the Commission's rule to "the part played by the Federal Reserve Banks in attaining unity of policy with regard to loans and discount-rates." The Cleveland *Plain Dealer* explains, too, that the plan is not government operation, but "Federal control of traffic so that the combined railroad facilities may best serve the public and congestion may be eliminated." It points out further that—



SHRIEKING FOR HELP.

—Harding in the Brooklyn *Eagle*.

> "Railroad companies themselves will continue to operate the roads, to collect and disperse moneys, and to enjoy all their rights as private carriers, with the single exception that the Interstate Commerce Commission will act as the director of traffic for the whole country. It will compel the pooling of cars and other equipment, the joint use of terminal facilities where desirable, place embargoes on non-essentials, and require routing which will relieve congestion and get freight to its destination in the quickest possible time."

Indeed, the supervision of the Interstate Commerce Commission over the railroads' emergency program is characterized by *The Wall Street Journal* as "little more than a legal formality," and "the success of the measure taken will depend upon the vigor and capacity of private management."

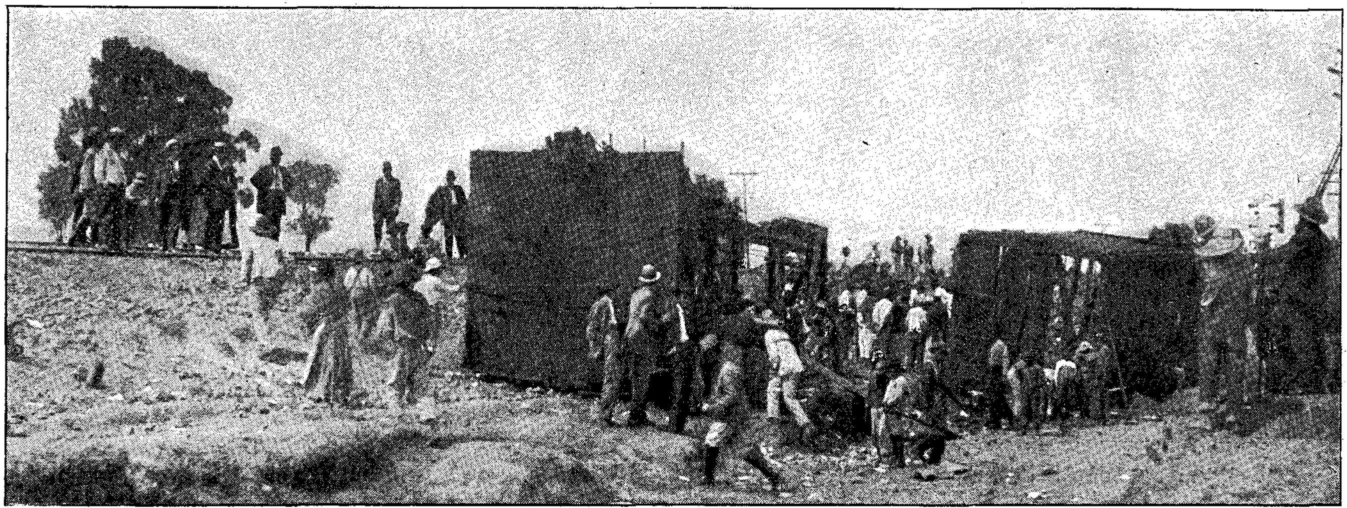
"There is no lapse toward government ownership," declares the New York *Globe*, which proceeds to tell exactly what is being done and why:

> "The Interstate Commerce Commission is acting under additional powers granted it by Section 402 of the Transportation Act. This section states that the Commission may 'suspend the operation of any or all rules, regulations, or practises . . . with respect to car service for such time as may be determined by the Commission.' It may 'make such just and reasonable directions with respect to car service, without regard to the ownership, as between carriers of locomotives, cars, and other vehicles during such emergency as in its opinion will best promote the service in the interest of the public and the commerce of the people.' This ability to direct and unify railroad operation is a part of the 'private control' which President Willard, of the Baltimore & Ohio, believes will function successfully. It is, of course, apparent that in an emergency the railroads are government controlled. Such government control is reminiscent of government ownership. It is natural that it should be; it would be undesirable—indeed, impossible—for the carriers of the nation to pass at the stroke of a pen out of all connection with an important three-year past. The Government's restrictive policy assisted in creating a shortage of equipment, which we found acute in 1917. Government operation remedied this to a great degree by instituting unified control. When we returned the roads to their owners we provided for the immediate reestablishment of that control in an emergency. The emergency is here, and the control has been evoked.
>
> "It is the opinion of competent observers that the present difficulty is the direct result of the failure of railroad heads to follow the recommendations of the Railroad Car Service Commission for the last several months. This is a criticism of private control. So also is the act of 1920. The weakness of private management as regards coordination was realized when this act was drafted. That the power granted the Commission under it is now invoked does not alter the status of the railroads in the least, tho it emphasizes, as must every resort to commission power a defect in present private management."

Advocates of government ownership of the roads look upon the appeal to the Interstate Commerce Commission as a confession of failure on the part of private ownership. Says Congressman T. W. Sims (Dem., Tenn.), who sponsored the Plumb plan in Congress:

> "With no war-demands upon the roads, with no War Board giving arbitrary priority orders, and no interference with the fullest and freest operation and control of the railroads by their owners, they run up the white flag and make an unconditional surrender to the Government, confessing their inability to give service to the public in time of perfectly normal conditions, that the Government was able to and did give during actual hostilities and for fifteen months thereafter."

Mr. Sims wonders how long "this self-imposed government operating receivership" will continue, and asserts his own deliberate judgment that "private ownership and operation is a demonstrated failure." *Labor*, organ of the Plumb Plan League, declares that the roads provoked industrial unrest "by refusing to meet the wage issue," and that the moment private ownership was resumed "the managers inaugurated the 'unscrambling' process without regard to the interests of their patrons," and that these two things caused the present chaos. *Labor* opines that the relief the Interstate Commerce Commission can give will be but temporary, and it sees in the situation conclusive proof that "the railroads of the United States should be operated as a great efficient unit," and "this can not be done by private monopoly." *The Pennsylvania Labor Herald* (Allentown) calls the managers' forced recourse to the Interstate Commerce Commission "a fatal admission of the utter failure of private ownership and management."



Wide World Photos.

WRECK OF THE TRAIN IN WHICH CARRANZA FLED FROM MEXICO CITY.

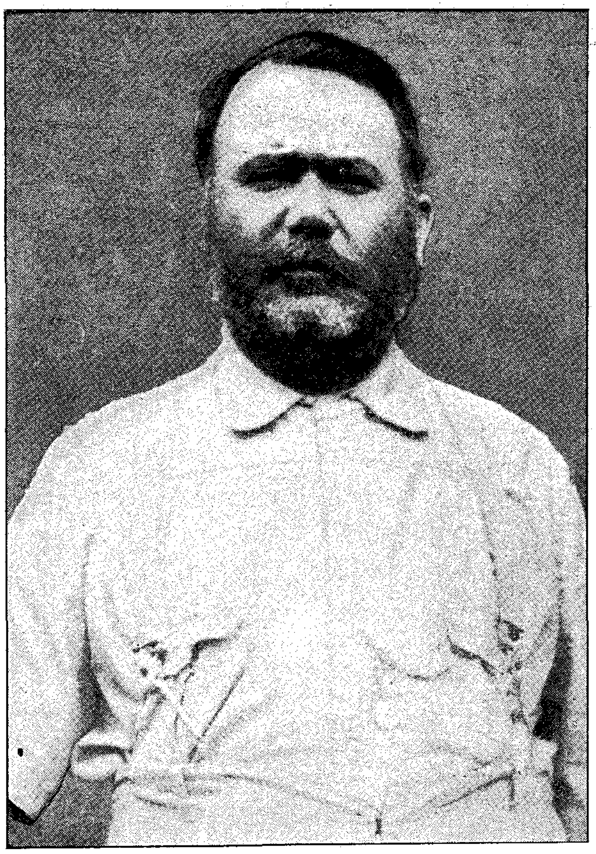
AFTER CARRANZA—WHAT?

OUT OF MEXICO'S "MORAL REVOLT" comes the assassination of Carranza by a man whose father recently was executed by order of the First Chief; the withdrawal of Obregon as a candidate for election as Provisional President, and the election of Governor de la Huerta, of Sonora; the postponement of the Presidential election from July 4 to September 5; the temporary squelching of Francisco Villa; and what seems to be a sincere effort upon the part of the new Government to establish peaceful and friendly relations with other countries, and a stable government in Mexico. "The new régime in Mexico starts off well," observes the neighboring El Paso *Times*, possibly with a sigh of relief. "But how long will it last?" query half a dozen other editors. Mexico's long and tragic record of misgovernment, thinks the New York *World*, "is primarily due to the fact that it never has had a chieftain able to conquer his own greed for power and wealth." Is a change now in sight? We are reminded by the Boston *Transcript* that the present comparatively peaceable and bloodless settlement of the revolution "is, after all, a mere compromise arrangement between a group of rebel chieftains," and the New York *Journal of Commerce* agrees that "the 'Mexican problem' is nowise solved by this latest change"; that "Mexico is in need of complete economic rehabilitation"; and that "the entire social and political order of the country must be reconstructed." "It is idle for Mexico to look to Europe for assistance," declares this paper; "Mexico can get aid that will enable her to work out of her present embarrassment only from the United States."

"Things are going with almost suspicious smoothness in Mexico," remark several papers, and they wonder if it is because Mexico is in need of a loan. One or two recall that Carranza, after obtaining the recognition and cooperation of the United States, "gave us the gate." *The Transcript* advises us not to be too optimistic, and the Newark *Evening News* asserts that "Obregon and Gonzales control Mexico to-day, just as they controlled it four years ago, and are determined now, as they were then, that the Presidential election shall go the way they want it to go." While de la Huerta has been made Provisional President, some papers regard as significant the fact that, so far, Obregon is the only candidate for the actual Presidency who has appeared on the scene. Even if there were other candidates, thinks the Baltimore *News*, "elections are a farce and popular government but a name." And the Buffalo *Commercial* goes on to question Mexico's ability to govern herself:

> "The fact of the matter is that Mexico is unfit for the responsibilities that a republic imposes upon its people. Government can rise no higher than its source. And if the source is the people the Government will be no better than the type of people it is representative of."

This somewhat gloomy outlook is shared by other papers. "If history may be relied on as a guide," thinks the Pittsburg *Gazette-Times*, "the overthrow of Carranza marks, not the end of political disturbances in Mexico, but the beginning of a new series of revolutions and counter-revolutions." "One is never safe in making predictions concerning Mexico and Mexicans," agrees the Columbus *Dispatch*. "Before another week rolls around another counter-revolution may be started." But this paper believes most of the leaders of the recent revolution are friendly toward the United States. "If these men *are* sincere in their



Wide World Photos.

LATEST PHOTOGRAPH OF GENERAL OBREGON,

Chief military leader of the revolution which overthrew Carranza.

protestations of friendship for this country, they are now in a position to prove their good faith," remarks the Seattle *Times*.

Mexico to-day is in a pitiable plight, we are told by the Spanish novelist, V. Blasco Ibáñez, writing in the Chicago *Tribune*. The country is "curst with an endless succession of money-mad politicians"; the ports are "losing their traffic more and more every day"; "stevedores and other laborers stand around, with nothing to do"; there is "scarcely enough food raised to feed its population," altho Mexico is one of the "richest and most fertile countries in the world." Cattlemen, tired of having their herds slaughtered to feed revolutionists, "have gone out of business"; farm-laborers "leave the hoe for the rifle"; the "asthmatic locomotives and patched-up cars crawl slowly over the railroads, of which scarcely more than the tracks remain." The group of intelligent men, dubbed *scientificos*, who attached themselves to Diaz when he came into power, were "prudent and dignified grafters, who carried on their thieving without unseemly haste," Ibáñez goes on, but "their successors " under Carranza were "nothing but vandals." "They were rapid-fire grafters, who knew that they had only a few years in which to get rich, and so had to steal as fast as possible." The only export industries of the country, we are told, are the mines; the sisal, produced in Yucatan, and the Tampico oil-wells. Carranza, he goes on, taxed the oil-wells about 40 per cent., and regarded them as the only reliable source of income the Government had.

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IS HE MEXICO'S COMING "MAN ON HORSEBACK"?

This is the only photograph taken of Francisco Villa since the Columbus raid. This bandit leader is now issuing ultimata to the new Mexican Government, which in return has set a price on his head.

Altho Señor Ibáñez made his first-hand observations early in May, the situation changed within two weeks. The present Provisional President, de la Huerta, has proclaimed that the Mexican Government "is well disposed to develop relations with the United States. General Obregon has assured the nation that "the man selected at the coming election will be the choice of the people." "If I am the choice," he goes on, "I intend to establish an era of friendship and harmony with the people of the United States, . . . and to strengthen constantly our commercial relations with them." In view of all this, the New York *World* concludes that, altho Mexico's case "has been desperate many times, the situation to-day is at least full of promise of better things."

"Obregon has common sense; it ought to carry him far, and it ought to carry Mexico far," declares the Cleveland *Plain Dealer*, and other optimistic editors concur. "Obregon's expressions of good will toward the United States struck a welcome note after the years of Carranza's snarls and insults," says the New Orleans *Times-Picayune*, and the New York *Evening Sun* sincerely hopes that "out of the recent upheaval will grow a new and better order in the affairs of our southern neighbor." Obregon's desire to "make the international border as peaceful as the Canadian boundary" is well known, and, while the Baltimore *Evening Sun* thinks it advisable "to take with a grain of salt any protestations and promises by Mexican statesmen,"

> "Certainly General Obregon talks with commendable moderation and rare good sense. Better still, his past record is such as to furnish a reasonable hope that Mexico under his guidance may emerge from the bloody and corrupt chaos in which it has floundered for a decade."

"The outlook for Mexico is very promising," thinks the St. Louis *Globe-Democrat*. "The leaders of the movement are men of rather broad knowledge of the world, and of sound views as to the relation Mexico *must* bear to the rest of the world, particularly the United States, if it is to prosper." Furthermore, continues this paper:

> "There is ground for the belief, at least for the hope, that this time Mexico has set her face in the right direction. In the first place, this is not essentially a military revolution. It has been conducted by armed forces, to be sure, but there has been little fighting, and the military has served rather as a symbol of the public opinion behind it. That it has public opinion in support of it is not to be doubted in view of the results, and this is a second fact that indicates that Mexico has aroused herself. Thirdly, there is a striking absence of personal leadership for personal ends. Personal ends may develop later, but at present the revolution seems to have for its purpose the welfare of the country rather than the elevation of a scheming and ambitious man to supreme power. The uprisings in Mexico in the past have been almost wholly personal in their nature. The Mexicans fought for a man rather than for a cause. Fourthly, there appears to be an amazing unanimity of sentiment among Mexican leaders, as well as among the Mexican people generally."

The Washington *Post* considers the failure to establish cordial relations with Mexico "an indictment of both governments." "No complicated machinery is needed in helping Mexico; life and property can be saved by the mere exercise of common sense and friendship.

But Mexico "can hope for nothing new out of the revolution, nor can the people expect any immediate change for the better," concludes Señor Ibáñez, after having made a first-hand study of the situation. "A government of distinguished peaceful citizens would last no more than a year," says this well-known writer. "Mexico has always been governed by generals; I believe it impossible, while the nation is as it is at present, for Mexico to have a government made up of civilians."

"But is there no way out for Mexico?" one wonders. Señor Ibáñez, who says he is an optimist, thinks there is, but he does not know what it is. However, he asserts, "life is stronger than the barbarism and stupidity of man; in this world everything adjusts itself."

IMMIGRANTS COMING AGAIN

Only a lack of ships is keeping back hundreds of thousands of prospective European immigrants from flocking to this country, we are told by government immigration officials. "Even with the postwar passport restrictions, there would be the greatest rush of people to this country ever known if there were only ships to bring them," asserts an Ellis Island official, and the Chicago *Tribune* declares that "nearly six hundred thousand aliens in many European countries have applied for permission to emigrate to America." For more than a month immigrants have been arriving in this country at the rate of ten thousand weekly; two ships are reported to have brought a total of 3,500 steerage passengers in one day from Italy alone. According to *The Tribune*, "many authorities believe all prewar records will be broken by the exodus from Europe to the United States, unless Congress puts up the bars."

The present influx is welcomed by the farmer, the manufacturer, the mine-owner, the railroads, and industry in general, as it is expected that the arrival of half a million unskilled laborers in the next year will do much to relieve the existing labor shortage. This amounts to four million workers, according to the figures of the Interracial Council published in these pages on April 24. A large proportion of the immigrants are expected to settle on farms and take up homesteads in the Western States and the Territory of Alaska, which is now being made accessible by a government-built railroad. Thousands of unskilled workers, we are told by J. J. Underwood in the Seattle *Times*, could find profitable employment in repairing and extending our country's network of roads:

"The United States needs steady additions to its supply of unskilled labor. From all sources—Federal, State, and county appropriations—there is available to-day more than $1,000,000,000 for a road-construction program. But there is a shortage of labor for the job. When these appropriations were made it was thought that this program would furnish employment for the returned soldiers. But the American Army was not made up of unskilled men. When the veterans returned they didn't want to work on the highways. They had not done that kind of labor before, and there was no reason why they should do unskilled work on their return."

An instance of the urgent demand for labor in American industry is furnished by the Washington *Post*. "One ship brought over a thousand former Italian soldiers, healthy and eager for work," says this paper. "They found it, for the president of a rubber company instructed his agents to offer them all jobs at good pay." As to the quality of the immigration now flooding the country for the first time since 1914, it would seem, in view of the rigid passport visé necessary before the immigrant can sail, that undesirables would have difficulty in getting into the United States. The San Diego *Union*, however, declares that "in numerous cases emigrants whose passports had not been viséd at any American consulate because their papers revealed criminal records have reappeared later with new papers giving them clear records," and hints at the connivance of officials in deporting undesirables. "Keep them out," urges this paper.

Other countries, however, according to the Des Moines *News*, are offering every inducement to the immigrant. We read:

"Numbers of Italians, Spaniards, and French are going to Argentina, where there are many of these nationalities already located. Free land is being given to newcomers.

"Brazil is not only paying passage for immigrants, but takes care of them on arrival, and transports them free to their destination.

"Chile is inducing immigration by giving one hundred acres and implements to each immigrant.

"New Zealand has arranged with the shipping companies for reduced fares for desirable immigrants."

TOPICS IN BRIEF

The best way to save daylight is to use it.—*Capper's Weekly.*

Running for President in Mexico turns on how fast you can run.—*Wall Street Journal.*

The average man lays down the law to his wife and then accepts all her amendments.—*Atchison Globe.*

The railroads having been unscrambled, the proposition now is to unjam them.—*Boston Transcript.*

There is no soap-box oratory in Mexico. There are no soap-boxes there.—*Greenville (S. C.) Piedmont.*

Why worry about the gas shortage with two National Conventions about to convene?—*New York World.*

The reason the profiteers don't strike for more is because they can get it without striking.—*Associated Editors.*

Almost any safety-razor manufacturer has a practical explanation of Carranza's downfall.—*Birmingham Age-Herald.*

One explanation of rotten politics is that the people don't know what they want and the politicians do.—*Associated Editors.*

Party leaders are always liberal in offering the Vice-Presidency to people they know will refuse to accept it.—*New York World.*

Perhaps Mr. Debs also has hopes of splitting the solid South this time on the strength of his long residence in Atlanta.—*Ohio State Journal.*

A news item says a chafing-dish killed a girl; we personally know of many instances where it has come near it.—*Philadelphia North American.*

The weakness of Governor Edwards's candidacy lies in the fact that all his most influential supporters are now residents of Cuba.—*New York World.*

Mr. McAdoo says the country will need its strongest man in the next four years, but probably what he intended to convey was that the strongest man's son-in-law might serve in a pinch.—*Kansas City Star.*

"Sixty-five Senators," says Hon. Wayne Wheeler, "voted for prohibition in the face of a most vicious, corrupt liquor organization threatening their political lives." Well, on the other hand, there was a holy and incorruptible prohibition organization threatening their political lives. Between two evils they chose that which seemed to them the less.—*Chicago Tribune.*

"Dollars to doughnuts" now means about even money.—*New York Tribune.*

It is quite impossible to tell what the war made the world safe for.—*Los Angeles Times.*

There has never been a Wood President, tho a few have shown symptoms of ivory.—*Baltimore Sun.*

Wearing overalls won't turn the trick unless you do something to wear 'em out.—*Associated Editors.*

The Vice-Presidency as usual will go begging, yet what a place for some tired business man.—*Nashville Banner.*

Whatever other meats may be scarce, crow will be unusually plentiful this year.—*Greenville (S. C.) Piedmont.*

Strange how a man earning $500 a day can get blue in the face because another demands $5 a day.—*Associated Editors.*

After what is going to happen at Chicago, that Dempsey-Carpentier squabble will be a pretty tame affair.—*New York World.*

Germany would have no trouble raising that indemnity if she'd just push Wilhelm Hohenzollern into the movies.—*Philadelphia Record.*

Some say oil played a part in the Mexican revolution. That might account for its running so smoothly.—*New York Morning Telegraph.*

When the politicians say they want a business man for President, they mean a man who will do business with the politicians.—*New York World.*

The florists are urging us to say it with flowers, but some days when we read the political news we would prefer to say it with poison ivy.—*Milwaukee Sentinel.*

A servant girl and $10,000 disappeared from the same house the same day; the report does not so state, but it probably was her pay-day.—*Philadelphia North American.*

While the railroads are no doubt badly bruised and weakened from their war-service, that demand for a flat 30 per cent. increase in freight-rates indicates that their nerves are all right.—*Kansas City Star.*

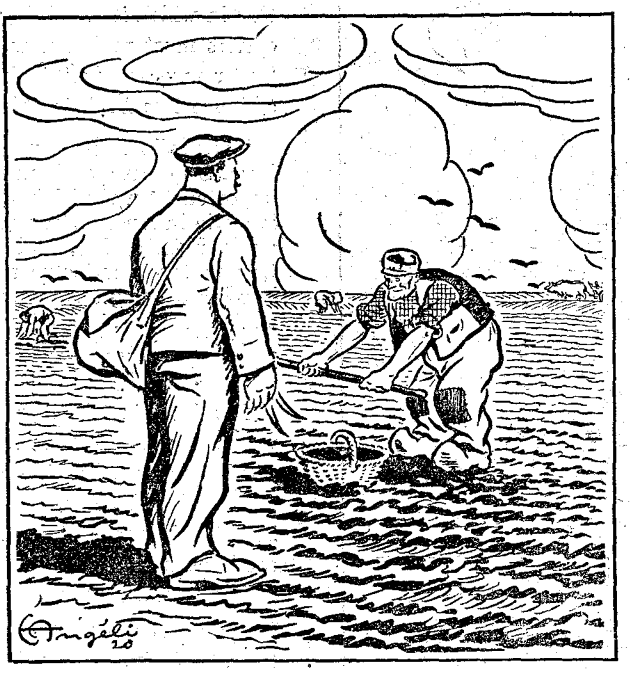
Little jams of freight-cars,
Little strikes at docks,
Swerve the nation's business
Swiftly toward the rocks.
—*Boston Herald.*

FOREIGN - COMMENT

COLLAPSE OF THE FRENCH GENERAL STRIKE

THE BIGGEST DEMONSTRATION ever engineered by labor in France, an attempted general strike, ends in failure, Paris correspondents report, and its defeat was effected by the workers themselves, who felt that it was an effort to set up a Soviet rule in France and could only bring ruin and misery to them and their families. It is said that this failure is "bound to be a severe blow to the prestige of the General Federation of Labor." It hits even harder the Syndicalists or "Reds," who have been acclaiming "direct action" as a panacea for all labor ills, according to these correspondents, who point out that for twenty-one days since the rioting of May day the Confederation Executive Committee sought by launching four or five different "waves of assault," or expansions of strikes, to coerce the Government into the acceptance of their demands for the nationalization of railroads. The result is considered a great victory for Premier Millerand's Ministry, we are told, for from the first it flatly refused any compromise with the movement, and the Chamber, with the strike as an issue, voted confidence in the Premier by 531 to 88. Premier Millerand brushed aside the Socialist criticisms of his ruthlessness, and insisted that judicial proceedings against fomenters of disorder would be continued regardless of the end of the strike. "Certain individuals in correspondence with Russian Bolsheviki," he declared, "imagined they could see the moment arriving for the birth of a revolution for which they were waiting—and which others outside of France also expected." Paris dispatches say that this reference, which might have meant either Moscow or Berlin, was received with unbounded applause. We are further informed that the French Government unearthed a wide-spread Bolshevik plot of Radical leaders of the French strike movement to establish Soviet rule in Paris, Bordeaux, Marseilles, Brest, Orleans, Tours, and Strasbourg. Attempts to seize the government of each of these cities and then to establish Soviet rule throughout France would have been made on May 1 if the railroad strike had succeeded, according to officials of the French Government, who charge that large funds toward this conspiracy were placed in the hands of the strike leaders of the radical wing of French labor by Lenine and Trotzky. Agents of the Government have also discovered, Paris dispatches say, that the Bolsheviki are trying to upset governments in such countries as America and England. The movement originated through three organizations, we are told, which elected a joint committee representing first the Third International of Moscow; secondly, the French Communist party, which is the local branch of the Third International; and thirdly, the New Communist Federation, which is composed of the Soviet adherents in France who are actually working. One of the incidental but important strike developments, according to Paris dispatches, is that the French Government is more firmly opposed than ever to any recognition of the Russian Soviet or to any dealings with them even through trade relations. More than a score of radicals have been arrested in France and are held on charges of plotting against the internal security of the country under Article 58 of the Criminal Code. As to the financial backing of the general strike undertaking, we are told that the police traced from Moscow diamonds, rubies, and sapphires, which were placed on sale in the French market. They also discovered huge deposits of rubles in Copenhagen banks for the accounts of Boris Souverine, a Socialist editor, who was taken into custody, and of Charles Rappoport, another leader of the extremist movement. Rappoport, who was a candidate for the Chamber of Deputies in the November elections, confessed in a press interview that it was the aim of the May-day strikes to overthrow the existing rule in France, and he is further quoted as saying:

> "Why should we not use Bolshevik gold when British and French gold is used to fight us in Russia? . . . The movement was not ready. The revolution which we are all seeking is not yet ripe. We have avowedly espoused Bolshevik opinions. I do not seek to hide them, but rather wish to proclaim them. Revolution must come, but we picked out the wrong time. The Republic is not yet ready. I shall be arrested this afternoon and have already reserved my room at La Santé Prison, but the movement will go on."



FRANCE'S PEASANT BULWARK AGAINST BOLSHEVISM.

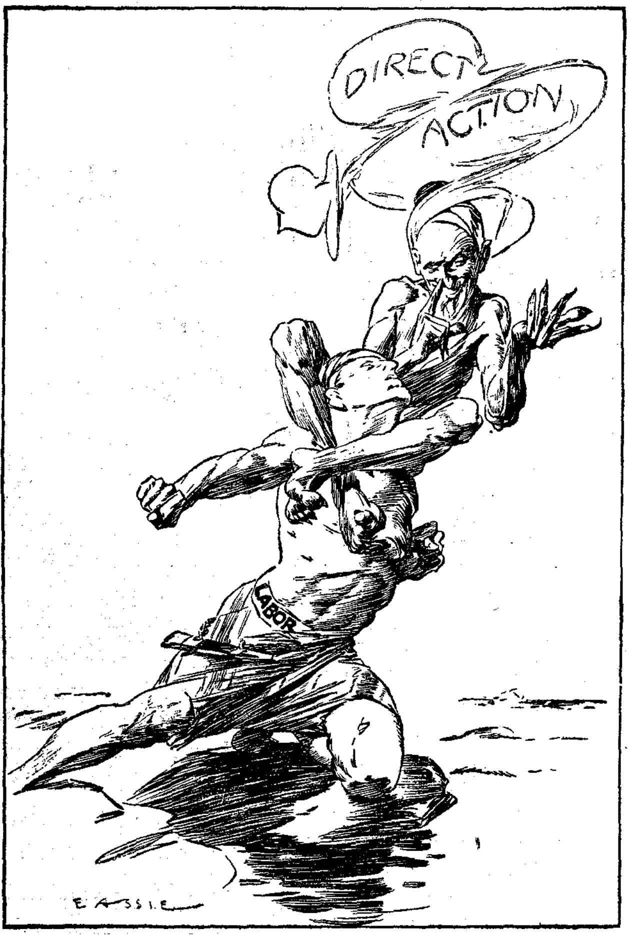
FATHER FARMER—"So you're off to town, son—well, tell the folks there that the good old soil of France never goes on strike."

—*La Liberté* (Paris).

Editorially, the extreme Socialist view may well be taken from the Paris *Humanité*, which explains that the strike was not for the purpose of increasing wages or decreasing working hours. The object of the strike was the attainment of the "loftiest, finest, and noblest of aims," according to this Socialist daily, which is convinced that the "entire social organism of France was interested in the victory of the Syndicalists." This daily solemnly avers that the concerted abstention from toil was the "most solemn protestation ever raised against capitalistic conditions." All who took part in it demanded to be freed from subjection to a capitalistic state, and "claimed for the nation the benefits they create." What is more, they want their share in the direction and operation of the great economic forces that they put into motion, and—

> "This is the great problem that we see for the first time put before public opinion with immense force back of it. Labor claims a place in the government of affairs that until now are in the hands of an omnipotent capitalism without control or limit. Never did our working class bestir itself in a grander cause."

Failure of the general strike in France parallels the failure of the general strike in England last fall, and the London *Daily Chronicle* avers that whether in England or in France the extremists "can no more lead their men to strike for a revolution which they do not believe in than a moderate executive can hold back a body of men determined to strike for higher wages." One difference between the labor situation in France and in England, according to this London daily, is that tho the advocates of direct action in both countries are a comparatively small but influential minority, in France the extremists are dominant among the executive bodies of the trade-unions, but in England for the most part they are not. The call of the General Confederation of Labor in France was addrest to trade-unionists to strike in sympathy with the railway men, but it is noted in the press that a majority of the railway men themselves refused to come out, regarding the order as part of a revolutionary movement, which they did not consider the function of trade-unions. There was a lack of response among the miners, too, while the strongest support of the strike came from the seamen and dockers of Marseilles and Le Havre.



SINDBAD AND THE OLD MAN OF THE SEA.

—*The Bulletin* (Sydney, Australia).

Admitting the gravity of the situation from the start, the Paris *Temps* was confident that the conscientious workers of France would not let themselves be led by the nose by agitators intent only on disorder and anarchy. This honest element of labor, according to the *Temps*, reacts spontaneously against all criminal enterprise of which it would be the first victim, and it saved itself in saving the nation from a peril that the unscrupulous dared thrust upon it at the end of a long and cruel war, when the country had need of every ounce of energy to reconstruct its economic life and revive its prosperity. The Paris *Figaro* wonders whether these extremists will dare to start anew their diabolical machinations and blames the French people for being too long-suffering. They themselves have enabled these mediocrities to attain eminence, says the *Figaro*, and proceeds:

> "It is time to make them realize that right ends with the abuse of right. It is time to make these strikers learn that there is a ban on strikes when they become crimes against the nation. A law must soon be enacted to fix the extent of the rights of the Syndicalists. The country is waiting for such a law and the Council General expressly demand it."

AUSTRALIA'S LEAPING EXPORTS

THE KANGAROO LEAP in after-war manufactures is a natural one for Australia, we are told, tho it is admitted some transactions that would have been deemed impossible if even hinted at in 1914 are now all in the day's work owing to the dislocation caused by the war. Her stupendous war-debt, says the Sydney *Bulletin*, makes it necessary that she import only what she can not produce, and that whatever she exports be sent abroad in the form or condition in which it will bring the most money. Even dismal forecasters must realize now that the time is ripe for Australia to "set up workshops," and as an indication of her manufacturing advance *The Bulletin* points out that:

> "Australia is now manufacturing motor-cars for export to Java, Singapore, and India. Many of the component parts are imported from the United States, but at least one-third of them is made in Australian workshops, and the whole of the body-work, upholstering, and the materials thereof are Australian. One motor-manufacturer recently received a cablegram from London offering to take one hundred if he could supply them in twelve months. What would have been said of the idea of Australia exporting Australian-built motor-cars to London four years ago!"

The Bulletin tells also of a New South Wales manufacturer who shipped one hundred tons of Australia-made gelatin to San Francisco, where it would have to pay 20 per cent. *ad valorem* duty. The price was £410 per ton f. o. b. at Sydney. This industry is one of the products of the war, and furnishes an excellent example of how much better it is to export the finished article than the raw material, for, as *The Bulletin* explains:

> "It takes two and a half tons of raw material to make one ton of gelatin. The price of the raw material for export was from £9 to £12 per ton in 1913, when about 40 per cent. of what we produced was exported. Had the Americans taken instead of that one hundred tons of finished gelatin two hundred and fifty tons of raw material, all that Australia would have got for it would have been £3,000. By exporting the finished gelatin our continent got £41,000—a clear national gain of £38,000. That is the difference between exporting primary products and manufactured goods. The difference goes mostly in wages. To-day Australia is producing the finest gelatin and glue in the world. All top-grade gelatin we can export will yield this country at least twelve times more than we would obtain for the raw material. Any industry that shows such a national profit is worthy of effective protection, and not on that account only but because with supplies on the spot secondary industries benefit. Thus the confectionery-manufacturers of Australia have received their gelatin at over £100 per ton cheaper than they could have imported it from Europe or America; they got their supplies much cheaper than did the British and United States manufacturers, and that was one reason why the export of confectionery also became possible."

But if the industry is to be made safe, more extensive protection is required than the present tariff grants, for this is "a waste-product industry, and like most of that class must be operated on a large scale to show a profit." The chief sources of dangerous competition to Australia are Japan, China, the United States, and Germany, according to *The Bulletin*, which adds:

> "The Japanese have enormous supplies of raw material close at hand in China and Siberia at not more than a few shillings per ton, plus freight. They can land their raw material at their factories for less than £1 per ton. American capitalists are establishing factories in China; and the most serious danger is from American dumpers. Under the Frith Act American

trusts can buy the products of the cheapest markets in the world, take them to the United States in bond, stamp them as products of the United States, and reexport them. Already several concerns are operating under this Act, and it is these concerns that are investing capital in Asia. Under conditions less favorable than those that now prevail it would pay the gelatin- and glue-manufacturers of Australia to move to Java or Singapore, ship the Australian raw materials there for manufacture, and export the finished article back to Australia. In that case, of course, the national profit of manufacture would stay in those lands where the heathen in his blindness bows down to long hours and low wages."

A PAN-AMERICAN LEAGUE OF NATIONS

A PAN-AMERICAN LEAGUE OF NATIONS can most naturally come into being through the Monroe Doctrine, according to Dr. Baltazar Brum, the President of Uruguay. Far from criticizing that Doctrine, as some other South-Americans have done, he claims that it originated in South America, that it has saved his continent from foreign rapacity, and that it can now be used to bind us all together in friendly solidarity. He also thinks that such a league could coexist with the League of Nations without difficulty, as it would simply be "a district assembly with similar views." The harmonious and just action of the American League, as he terms it, would keep off European intervention from American affairs, and would be the instrument of a foreign policy that would make our hemisphere a force in the destinies of the world. The triumph of its ideals of justice and democracy, he predicts, will insure small countries from being the victims of the gross injustices of larger nations as they have been in the past. In an address at the University of Montevideo, which is published by the Buenos Aires *Herald*, Dr. Brum itemized the bases of the American League of Nations as follows:

> "1. All American countries will consider as a direct offense to all that which might be inflicted, by extracontinental nations, on the rights of any of them, which offense shall require a uniform and common retaliation.
>
> "2. Without prejudice to an adherence to the League of Nations, an American League should be formed on the basis of absolute equality of all the associate countries.
>
> "3. No question, which, according to the laws of the country, should be judged by its judges or courts, can be taken out of its national jurisdictions by way of diplomatic appeals, and these would only be admitted in case of a flagrant injustice.
>
> "4. Any son of a foreigner born in the American continent will be considered a citizen of the country he is born in, excepting the case where, having attained majority and finding himself in the country of his parents, he should choose to belong to that country.
>
> "5. All controversies, of any nature whatsoever, and which for any reason might arise among American countries, shall be submitted to the arbitration of the League, when these can not be solved directly or by friendly mediation.
>
> "6. Should any American country have any controversy with the League of Nations it can ask for the cooperation of the American League."

In answer to those countries which object to the Monroe Doctrine as serving only the interests of the United States and as being too much like a protectorate over them, President Brum avers that such a statement is devoid of all seriousness. Any inconveniences of the Monroe Doctrine would be obviated, he believes, if the other American countries made a similar declaration to Monroe's, binding themselves to intervene in favor of any American country, including the United States, engaged in war with an overseas country in defense of their rights. President Brum points out that—

> "Such a declaration, incorporated in the international obligations of each country, would create a situation of great dignity, placing them on a footing of perfect moral equality with the United States. Its practical application would be this: If Uruguay, for example, was attacked by a European country, the United States and the rest of the American countries would intervene in its defense, and if the country attacked were the United States, Uruguay with its brother-countries of the continent would join in action against the unjust aggressor. In this manner, the Monroe Doctrine, proclaimed as a standard of foreign policy of the United States, would become a defensive alliance between all the American countries, founded on a deep sentiment of solidarity with mutual obligations and reciprocal advantages to all concerned."

An actual instance of the working-out of such political principles is afforded by President Brum in his reminiscence of the Monroe Doctrine in action during the world-war. He relates that—

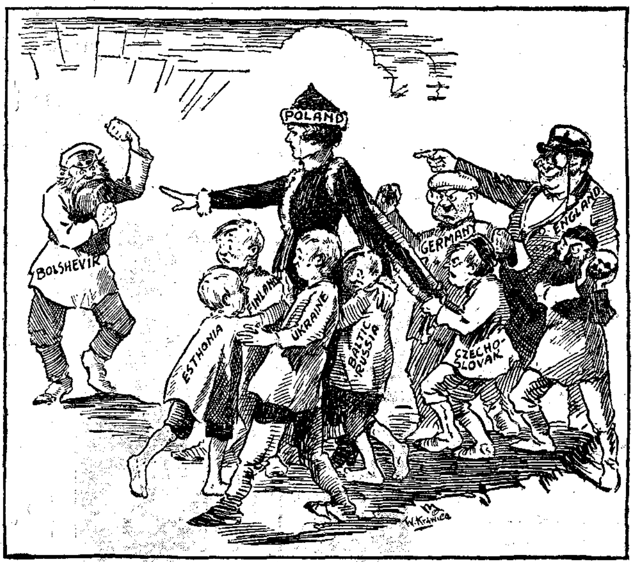
PRESIDENT BRUM OF URUGUAY,

Who advocates a Pan-American League of Nations as the natural outgrowth of the Monroe Doctrine.

> "The German peril to the territorial integrity of Latin America already planned in 1914 and in 1917 was accentuated in 1918, during the German offensive of March and April, and the entrance of the United States in the war came to have in this manner the meaning of an anticipated application of the Monroe Doctrine, taking effect not only in its own defense, but also in that of all the American countries threatened by the ambitions of Pan-Germanism.
>
> "Uruguay understood and appreciated the gravity of that historic hour and did not hesitate in joining North America.
>
> "Owing to the state in which the European countries remain after the war, it may be said that fear of invasion by them in America has been removed for many years.
>
> "But is that sufficient reason for us to take no interest in the future, and turn away from the Monroe Doctrine, with the pretext that now it is unnecessary? I believe that that should not be the case. I believe that to-day, more than ever, we should reveal our foresight, searching for formulas that may assure forever peace and the full independence of American countries. To attain this, it is necessary to intensify and fan into flame our sentiments of solidarity. . . . . .
>
> "In each American country and by each of their national heroes there are similar declarations which are fundamentally the same as the Monroe Doctrine, and these declarations were not platonic, as they were strong enough to gather together nearly all the warriors of America on the highest points of the Andes, and there with cyclopic efforts secure the emancipation of all."

POLAND'S HANDS, BUT WHOSE VOICE?

WHATEVER THE OUTCOME of the Polish "adventure" in Russia, and whoever is really back of it, it can bring no good to Central Europe. This is the report of Berlin correspondents, who say that while the sudden outburst of a new conflagration in Europe is scarcely a matter of indifference to any of its peoples, to the Germans, "who have been rendered incapable of dealing with the fire" should it spread westward, the news from the Ukraine comes as another nightmare. The scale of the undertaking is so big from a military and political standpoint that there is no belief in Germany that Poland started off "on her own," for, as the *Frankfurter Zeitung* puts it, "she could not have armed herself stealthily and without the cooperation of the Entente." Press dispatches say that the rise of Poland's huge war-machine, which was nothing at all at the time of the armistice, November 11, 1918, and now consists of approximately seven hundred thousand men, is considered "one of the amazing developments of the after-war period." The question in some minds is how far England and France are individually or jointly responsible as Poland's backers, and on this point the *Frankfurter Zeitung* observes:



POLAND, DEFENDER OF EUROPE FROM THE BOLSHEVIK FIEND.

—*Dziennik Chicagoski* (Chicago).

"The rôle of France has been an active one, while that of England has been more passive. Mr. Lloyd George must have been well aware that his advice was not going to be followed when he counseled Mr. Patek, the Polish Foreign Minister, to conclude peace with Russia. If anything has been done through London to cool the Polish war-fever, it has not come to light. On the other hand, everything has been done in the Entente press, and especially in the English press, to play up false reports of a spring offensive by the Bolsheviki against Poland, and thus mislead public opinion. These reports were believed and zealously propagated also by our German Don Quixotes of reactionary hallucination. Only lately Mr. Lloyd George, in referring to Russia, confined himself to the statement that the Supreme Council had decided to enter into direct negotiations with the Moscow Government for the resumption of commercial relations. At this moment the Polish attack began."

Rather angrily the Manchester *Guardian* demands to know the "meaning of the preposterous invasion now being carried out by the Poles in Russia." Poland is devastated by famine and typhus, this journal goes on to say; her people are starving, she cries aloud to the world for charity, she is utterly bankrupt, she could not carry on her ordinary administration for a single week—

"Yet here she is engaged in vast military operations on a frontier of 250 miles, along which, it is vaingloriously announced, her armies have advanced quite a long way and have made handsome captures of men and material. Who is at the back of it? Who is paying for it? What is the motive of it? And how long is this sort of folly to go on? The Polish armies are stated to have already overrun a stretch of territory containing a non-Polish population about double that of Poland proper. Does the Polish Government expect to be allowed to keep this? It could only be held by foreign aid. The Polish armies are invading the Ukraine and threatening Kief. Yet the Ukraine is essential to the Russian state, not only for its corn-lands and minerals, but because without it the rest of Russia is shut off from the Black Sea. What is the meaning of the failure of the Supreme Council to fix the eastern frontier of Poland? They dealt with it last year in Paris, and a good frontier was agreed upon. But some mysterious agency stept in and prevented this decision from taking effect, and has, apparently, since prevented the matter from being taken up again. Negotiations for peace were ostensibly proposed by the Polish Government a few days ago, but must have been a mere blind, since they were peremptorily broken off because the Russian Government refused to negotiate at a spot on Russian soil within the war-area which the Polish Army had overrun. The Polish invasion, whatever its present success, can not succeed in the end where the German invasion failed. Meanwhile it is inflicting untold misery on invaders and on invaded. Who is responsible for this crime?"

Reflection on the failure of the similar adventures of Admiral Kolchak and General Denikin may perhaps give the Poles pause when their present hysteria of imperialism has forsaken them, remarks the London *Daily News*, which adds—

"As it is, General Pilsudski and his armies promise to postpone for an incalculable period the restoration of peace to Europe. At the moment when Russia, having made fundamentally reasonable peace proposals to Poland was beginning to turn her armies from fighting to labor, the Poles intervene to ordain that fighting must continue and reconstruction be yet further deferred. It is of the first importance that we should know from what sources a bankrupt Poland is securing munitions for the present wanton assault and which, if any, of the Allies is prepared to find her money to squander on military aggression. American economists have declared with much justice against extending credits to a Europe that has not yet put off militarism. Is there truth in the rumor that Poland has large stores of American munitions? If so, were they bought for cash, or on credit?"

But the London *Daily Chronicle* says that the political story behind the fighting is briefly this:

"All the year attempts at Russo-Polish negotiation have been made. The Poles are much in need of peace; but the Bolsheviki acted in such a way as to convince them that no permanent peace was intended, but only a truce to facilitate a fresh 'Red' offensive. The Poles have now matured their own policy; which is to take sides with Petliura, the Ukrainian leader, and help him to establish the independent Ukrainian Republic."

In France the semiofficial Paris *Temps* advises us that the Polish program comprised two chief aims, and it relates:

"On the one side there was the objective of attacking the Bolshevik forces on the Polish front and of taking the material gathered there. This result seems to have been attained. On the other hand, there was the objective of organizing an independent state liberated from Bolshevik domination between Poland and South Soviet Russia. It was in order to constitute this independent state that Poland treated with the Ukraine of Petliura. The Polish Government does not pretend to define, nor even to divine, the relations that the Ukraine will have later with future Russia. 'A hundred possibilities offer themselves to view,' recently explained a Polish statesman, 'and we do not bother ourselves trying to guess which will be realized.' What Poland wants, according to the directors of her policies, is to have a frontier and a peaceful neighbor and to put this peaceful neighbor in a position to develop his enormous natural resources for the advantage of all Europe. As Marshal Pilsudski restored Dvinsk to the Letts who cooperated with the Polish Army, so also will he restore Kief to the Ukrainians who cooperate with him in the liberation of their country. In remaining faithful to these principles Poland will give a high example as she has given great service to Europe in routing the Bolsheviki from the Ukraine. As a result she will have the right to expect that her Government engage in all deliberations as a ranking participant in matters affecting her interests. The occasion is soon to present itself. Poland demands that she be admitted to the Spa conference. To obtain this legitimate demand, she may count upon the support of France."

SCIENCE - AND - INVENTION

A LEAF FROM THE BOLSHEVIK BOOK

ARE WELFARE WORK and scientific management alike doomed? Must we work while we work and play while we play? Is the solution of our labor troubles "iron discipline" for eight hours and "the free performance of state obligations," including recreation, education, and rest, for the remaining sixteen? This is Lenine's ideal, as he himself states it; and we shall have to come to something of the same sort, we are assured by Frances A. Kellor, associate managing director of the Interracial Council, New York. Writing in *The Engineering News Record* (New York) Miss Kellor warns us that we have been experimenting too long with mixtures of work and play. There must be plenty of "welfare," and all that goes with it, outside the shop—but inside, production driven by discipline! She writes:

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MISS FRANCES A. KELLOR,

Who holds that welfare work in the factory, "without definite relation to production," invites disaster, because it "causes suspicion and resentment, sarcasm and misunderstanding."

"The question confronting industrial leadership in America is: By peaceful methods, through a genuine cooperation of men, and with the aid of science, can the various elements of human power be united on a common basis of production—a man-power as inclusive of management as of men? Can there be formulated the kind of man-power engineering which will compass the field and train the new leaders whom the economic world needs? . . . . . .

"Lenine has laid down the principle that eight hours of work is the standard; and that during that time nothing that is not conducive to production and can not be measured in terms of production shall be permitted in the industry. It is the first clear, relentless application of man-power to production on a large scale that the world has ever seen. At one stroke it abolishes both welfare measures and strikes. The introduction of any welfare or human measures, of any recreation or other social features not necessitated solely by production, will not be tolerated. He holds that the plant is no place for civics, education, or semi-industrial expression. For these most ample provision should be made outside of working hours and should be assiduously encouraged. . . . . .

"What is the lesson in this experiment to America? Despite the fact that America is the greatest machine-producing country in the world, and has tremendous industrial genius for organization, it is very far from handling its man-power in an orderly, economic way. Industrial leaders are groping for a uniting principle, and for standards and methods of operation, in this whole field.

"Production is struggling in a morass. Men are at variance over what words to use in referring to workmen and to management. Some employers think it makes a difference if their men are called employees or workers or workingmen. Capital and labor, organized in different camps, find it increasingly difficult to keep their separate identity, when workmen are so fast becoming investors and small landowners and stockholders. Socialists have to resort to extreme measures to keep the bitterness in class consciousness and to hold workers and management apart. The Communist understands and forgives the member who shrinks at throwing a bomb, but distrusts and expels the member who discusses industrial betterment in company with a capitalist.

"Indications are fast multiplying that 'welfare work' and 'scientific management' are alike doomed, with nothing as yet to take their places. . . . More and more the industrial engineer is being called upon; plants are flooded with 'service' schemes from aspiring Crœsuses. These cover everything from plant posters to the educational spy sitting on the job alongside of the men whom he aims to educate.

"While this confusion of mind and sterility of effort prevail, the waste of power goes on unchecked. It is estimated that it costs American production $30,000,000 a year just to exchange men with each other. The labor market is unorganized, each employer competing with another for the new supply of men. It is apparently no concern of industry that millions of unskilled immigrant workmen are going back home and that laws are to be passed forbidding their return. They read with complacency about the hunting of 'Reds,' not realizing that every man caught in the net who is not guilty and his countrymen who are not Bolsheviki and hate injustice retaliate by striking on the job, resulting in a low morale which makes poor quality and output low.

"Employers realize that something must be done, but instead of getting together and finding a way which will work for all industry, each goes off in his own little corner of the world and experiments and wastes power, proving the success or failure of what at most can be but temporary panaceas."

Now is the time to bring law and order out of this confused vision and disordered effort. Nothing but science, we are reminded, has ever been able to understand power of any kind. Engineering is the only method that holds out any promise. Increasingly the engineer is becoming the manager of men. In a quarter of a century he will be the chief director of man-power. He is the man that will defeat Lenine, by reducing his ideas to law and order, without revolution. Miss Kellor continues:

"There is required first of all a scientific inquiry into the application of man-power to production which shall be free of all imputation of bias toward either capital or labor. Analysis must replace propaganda. Such an inquiry as a basis for the adoption of principles and standards and formulations must precede the introduction of any courses for the training of men and must cover as essentials certainty of employment, incentives and rewards, treatment and working conditions, and participation in management.

"With such data in hand we can begin to see what things belong in the plant as eight-hour production measures and what belong to the community as sixteen hours free time. Nothing is more important to the plant than that there should be clear governing principles upon plant matters as distinguished from community matters.

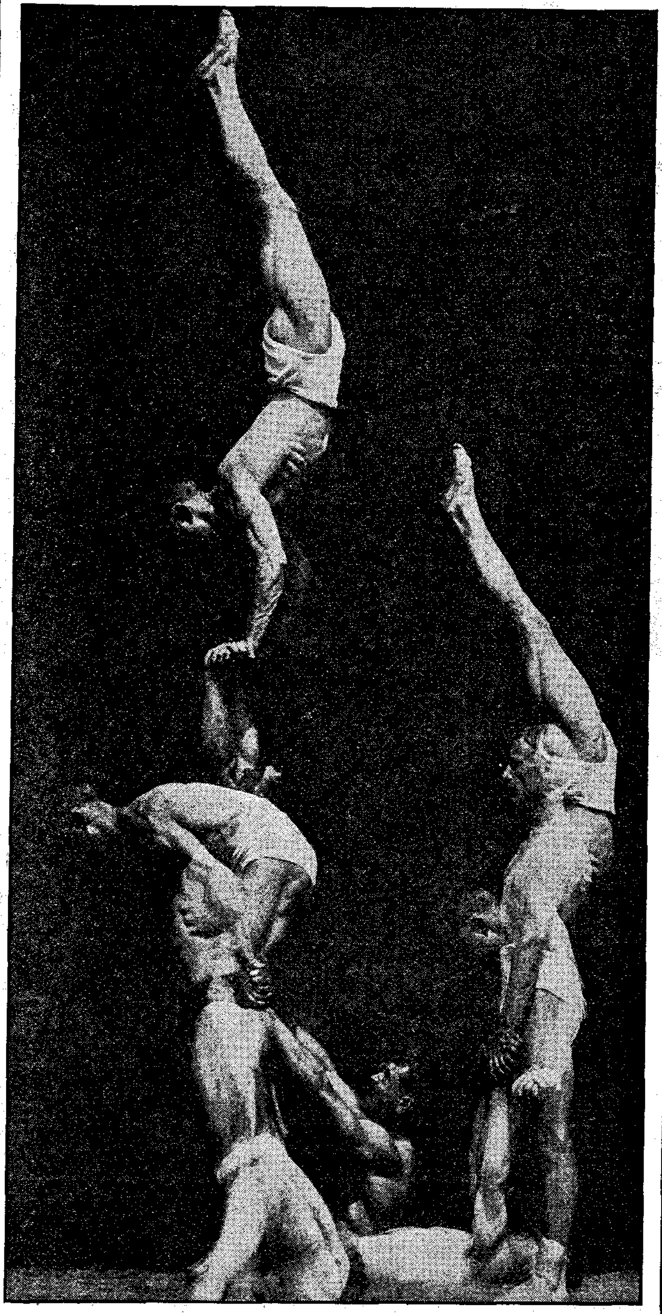
"To go on making recreation and hospitals, and lunch-rooms and lectures and dances, and baseball-teams and concerts, plant activities without definite relation to production, is to write disaster. It invites it because their introduction causes suspicion and resentment, sarcasm and misunderstanding.

"To go on saddling the community with obligations which are the result of misapplication of man-power in production is to invite legislation and investigation and inspection and other outside interferences which hamper the determination of scientific principles and methods in the application of man-power.

"To continue in plants outside uplift agencies, knowing little or nothing about production, and to introduce temporary expedients—not an organized part of industrial organization—is certain to be disastrous. . . . . . .

"Once industrial leaders are convinced that man-power is an engineering job and that the efficiency of the present system of production depends largely upon the engineer, they will come together and begin to work out the fundamental principles and methods of operation and will begin to ask for trained men.

"The engineering colleges are awakening to the coming demand, but they, too, are doing patchwork and have not grasped the idea that the application of man-power to production is a science and that they may take a big lead in its formulation and ultimate operation. Most of the courses are still couched in terms of management rather than in terms of man-power. . . . . .



A LONG-ARM BALANCE BY TWO MEN.

One rising from the ground (right) and raising the other on his hands above his head—a chronophotograph. "In every sport, scientifically pursued, training is of the utmost importance, and for proper training accurate photographic records of an athlete's movements are highly useful for supplementing and verifying a trainer's personal observation, and proving to the pupil what faults he may be committing."

"America senses but dimly as yet the demand that will be made upon its engineers by foreign countries. They will be called upon to handle man-power and to settle finance questions for which they have little preliminary training or basic judgment. American industries will be hard put to find substitutes for these men. The answer is the man-power engineer trained as thoroughly and as fast as American institutions can do it. The country that produces this kind of engineer will control the resources of the world."

THE SKIN OF THE EARTH

THE EARTH'S CRUST IS COMPARED to the skin of an apple by the writer of a leading article in *The Scientific American Monthly* (New York). Our knowledge of the globe on which we live, he says, is not even skin deep; for an apple as large as the earth would have a skin twenty miles thick; and no one has been much more than a mile into the crust, or has bored into it with tools more than a mile and a half. It is rather humiliating to think that we know more about the sun, ninety millions of miles away, than we do of the solid earth under our feet. We think nothing of dispatching exploring expeditions to unknown regions thousands of miles away; how about a little expedition to points only a few miles distant—vertically downward? Such explorations have been proposed, altho the boldest explorer has not dared to suggest going farther than twelve miles—a trip that would take him on the surface of the earth only from one end of Manhattan Island to the other. Says the writer:

"The deepest well ever bored is on the Lake Farm near Fairmount, W. Va. It is a hole six inches in diameter, which was driven to a depth of 7,579 feet, or nearly a mile and a half, before a slide of earth stopt further boring. The deepest mine shaft in the world is at Morro Velho, Brazil, which goes down to a depth of 6,400 feet below the surface, or approximately one mile and a fifth. So far we have barely begun to gnaw through the skin of the earth. What do we know of the meat of this apple?

"We assume that the center of the earth is hot, very hot indeed. Samples of the earth's interior are hurled out of volcanoes, or pour as molten lava from the lips of craters, but we can only guess at the depth from which this material comes. We doubt that the core of the earth is molten.

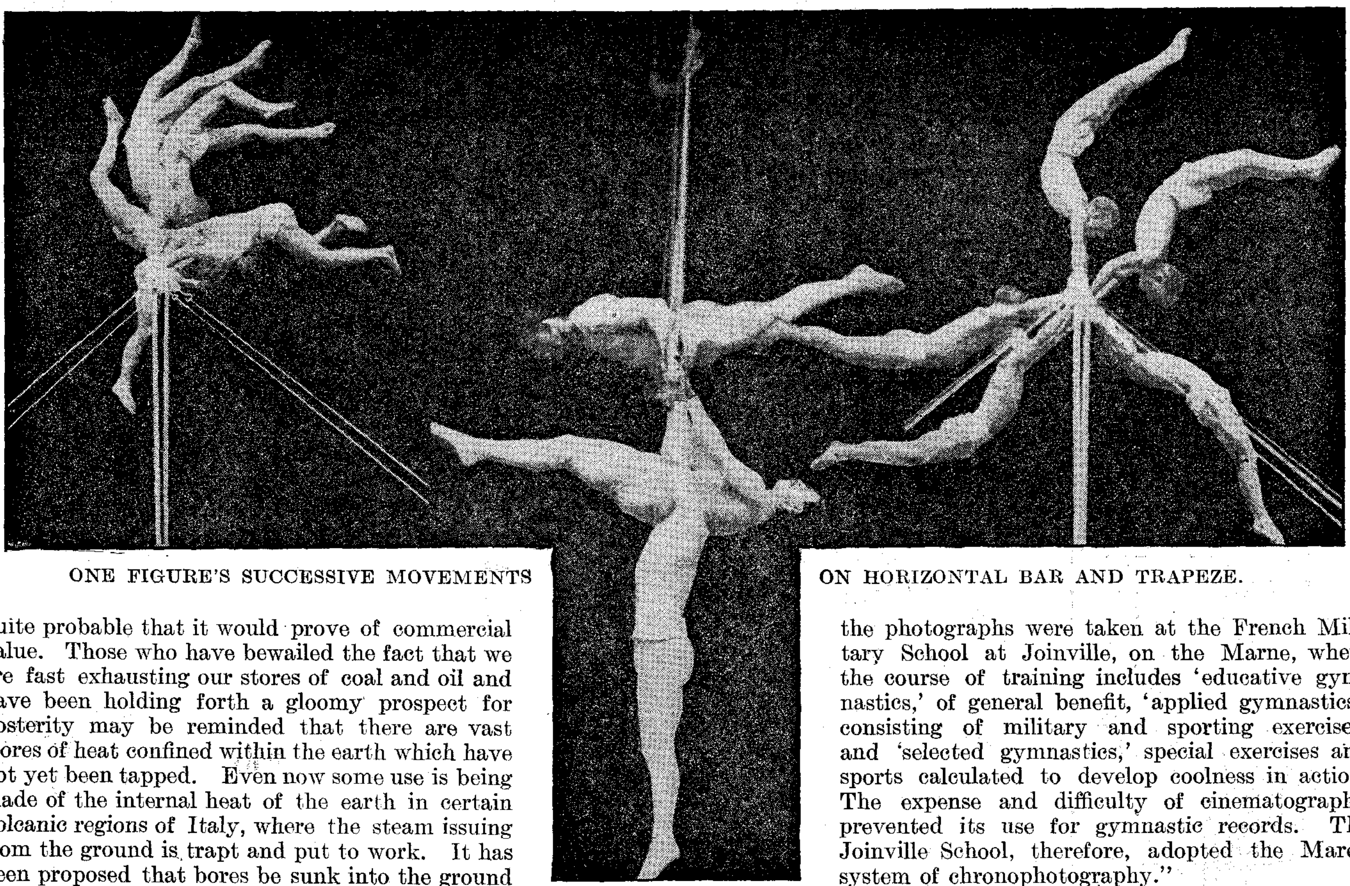
"We know that as we dig into the earth the temperature rises, but the rise of temperature is not regular; it varies with different localities. In the Lake well referred to above a temperature of 168.6° F. was observed at a depth of 7,500 feet. It is assumed that the boiling-point would be reached at a depth of about 10,000 feet.

"Because we know so little of the interior of the earth it has been suggested that explorations be conducted into the interior of the earth for the purpose of obtaining scientific information. Some years ago Sir Charles A. Parsons proposed that a shaft be dug to a depth of twelve miles. It was objected at the time that the enormous pressure of the earth would make it difficult, if not impossible, to dig such a shaft. When the aqueduct siphon was bored through solid granite under the Hudson River to a depth of 1,200 feet special measures had to be taken to protect the workmen from large flakes of rock which were constantly breaking off with a snap like that of a pistol report. This flaking was due to the release of pressure on the rock which had been under enormous compressive strains for ages. Undoubtedly difficulties of that sort would be encountered in boring a twelve-mile shaft. It was even suggested that the surrounding pressure would actually close the bore. However, small-scale experiments have been made with high pressures and temperatures which indicate that such would not be the case and it is probable that the full diameter of the bore could be maintained until so great a depth had been attained that the combined heat and pressure would render the rock plastic and cause it to flow into the bore. This would certainly not take place at a depth of less than thirty miles. No doubt the greatest obstacle to be overcome would be that of high temperature. Special cooling apparatus would be required to reduce the heat sufficiently to enable the workmen to perform their labors. . . . . . .

"When he first proposed digging such a shaft he estimated that it would require about eighty years to complete the work. Since then excavating machinery and methods have been improved to such an extent that it seems probable that such a shaft could be sunk in thirty years.

"The lessons that we should learn from such an undertaking would be of untold value to science. It is quite possible new light would be thrown upon the composition of chemical elements. We might learn something about the transmutation of metals in Nature's laboratory down in the bowels of the earth.

"Not only would the shaft be of interest to science, but it is



ONE FIGURE'S SUCCESSIVE MOVEMENTS ON HORIZONTAL BAR AND TRAPEZE.

quite probable that it would prove of commercial value. Those who have bewailed the fact that we are fast exhausting our stores of coal and oil and have been holding forth a gloomy prospect for posterity may be reminded that there are vast stores of heat confined within the earth which have not yet been tapped. Even now some use is being made of the internal heat of the earth in certain volcanic regions of Italy, where the steam issuing from the ground is trapt and put to work. It has been proposed that bores be sunk into the ground to admit water, which would be converted into steam, and then converted into mechanical work. There are untold stores of energy under our very feet waiting to be developed by future generations. Undoubtedly, there are vast deposits of minerals still to be exploited and it may be that there are materials rich in value yet to be discovered and put into the service of man.

"It is well worth our while to explore the skin of the apple we live upon."

COACHING WITH A CAMERA

AN ATHLETE'S MOVEMENTS may be analyzed by means of time-photography, which splits each into its component phases. How this is now done for purposes of athletic training at the French military school at Joinville is shown by means of photographic reproductions in *The Illustrated London News* (March 27). During the war, says a writer in this paper, physical training had one special purpose—military efficiency. Now interest has revived in the pursuit of athletics and gymnastics as a sport and as a means of friendly international rivalry. In Britain he notes a great recrudescence of cricket, football, boxing, athletics, tennis, and so on. Preparations also are on foot for again holding the international Olympic Games, which are to take place at Antwerp. He continues:

"In every sport, scientifically pursued, training is of the utmost importance, and for proper training accurate photographic records of an athlete's movements are highly useful for supplementing and verifying a trainer's personal observation, and proving to the pupil what faults he may be committing. Here comes in the great value of the Marey apparatus for analyzing movements by means of composite chronophotographs, as they are called. Nor is it only in athletics that its records are of use. They help the scientist comparing the human animal with others, the doctor studying the human body, the anatomist, the artist working from the life. The Marey apparatus takes moving pictures slowly on a single plate, dividing a given movement, such as a jump over the vaulting-horse, into, say, half a dozen parts or successive phases. Each photograph, of course, shows but one person, whose sequence of movements presents the appearance of a group. In one case here, however—the large photograph on the opposite page—there are two men. All the photographs were taken at the French Military School at Joinville, on the Marne, where the course of training includes 'educative gymnastics,' of general benefit, 'applied gymnastics,' consisting of military and sporting exercises; and 'selected gymnastics,' special exercises and sports calculated to develop coolness in action. The expense and difficulty of cinematography prevented its use for gymnastic records. The Joinville School, therefore, adopted the Marey system of chronophotography."

OBJECTIONS TO "METRIC COMPULSION"

ANY ONE WHO DESIRES to use the metric system is at liberty to do so. Why force it on those who do not want it? asks an editorial writer in *Power-Plant Engineering* (Cleveland, May 15). Why, he continues, should an enthusiastic faction wish to compel everybody to use it, regardless of preference, convenience, or expense? The writer confesses to a considerable preference in his choice of hats, collars, ties, literature, and music, and does not see why he should be compelled to accept the other fellow's taste in mathematics and measurement. He goes on:

"If it can be shown that the use of English units is having a harmful effect on the health or morals of the nation, or of individuals, we would waive our preference and accept the inconvenience. But we have seen no such proof. And it is indisputably convenient and natural to divide units into halves, quarters, thirds, eighths, and sixteenths in measuring, a division that does not tie in readily with decimal divisions. But decimal division of the foot and inch are commonly used where they are desirable.

"The main argument advanced for metric compulsion seems to be the greater convenience in computation of having the decimal relation between units of the system and an assumed advantage in export business.

"As to the former, transformation from one unit to another in actual business transactions is not so frequent as the examples in school text-books might seem to indicate. Nobody buys or sells lumber by the square yard or textiles by the foot. Machinery dimensions are almost entirely in inches, and for building construction the convenience of a dimension of, say, ten feet four inches would seem as great as that of 3.1495 meters, or even changing to even metric dimensions, of 3.2 meters. We measure water in cubic feet, excavation in cubic yards, and do not jumble our units, and the chance for getting the decimal-point wrong and thus causing error is surely greater than of mistaking inches for feet, feet for yards, or cubic feet for cubic yards in a computation or in a result.

"As to whether a metal strip in Paris or one in London shall be our ultimate standard of length seems of little practical consequence; but it would be of quite some consequence if compulsory metric measurement forced the changing of shop-tools, jigs, dies, and instruments. As an instance, the American

Locomotive Company, taking over the manufacture of a French automobile, found it desirable to change the dimensions to English units, and the shop cost for the items mentioned was $90,000. Change in the reverse direction would have cost as much, and this was for a single style of car, which gives some idea of the expenses that would be loaded upon manufacturers by compulsory metric legislation.

"As to export conditions, E. R. Frost, of the National Machinery Company, calls attention to the following: In England, Norway, Denmark, Sweden, Russia, Germany, Austria, Australia, and Japan, and in Central America and South-American countries, either Whitworth or United States Standard threads are used almost exclusively; both are computed and manufactured in English dimensions.

"The manufacturer for export must furnish these threads, and will, therefore, under metric compulsion, have to deal in a double system of measurements, resulting in endless confusion and errors. France and Belgium, while using metric threads at home, use the Whitworth threads for export. They have the confusion, but is that a reason why it should be foisted by law on American manufacturers?

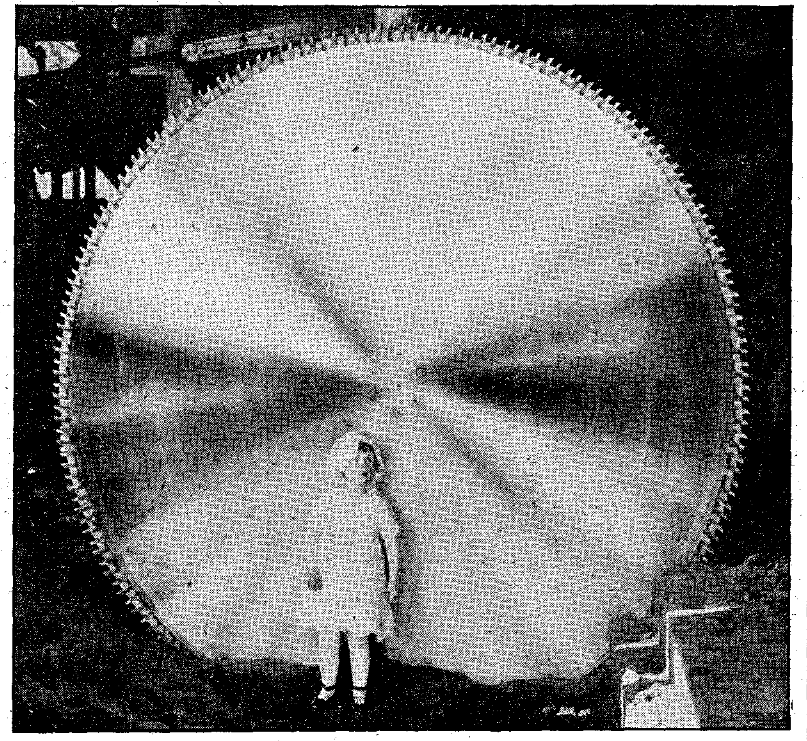
"Again we ask, why, when anybody can legally use whichever system best serves his purpose, should a faction seek to enforce their preferences on the rest of the nation?

"Greater saving in world business would come from a universal unit for monetary values. Why not ask compulsory use of the franc as a standard of values? Or of the mark, or the crown, or the yen, or the ruble?

"It would seem that the people of the United States might be trusted with freedom of choice as to the units and system of measuring and weighing which they can use to best advantage, rather than to force by law and autocratic compulsion standards whose advantage is, to say the least, open to argument. Congress may well busy itself with remedying ills about whose evil effect all are agreed, rather than spend time in considering a law which would meet much well-founded opposition, and those who disapprove of autocratic compulsion of the use of metric standards may well let Congress know their views, or they may find themselves commanded to buy cloth by the meter, sugar by the kilogram, gasoline by the liter, and collars by the sizes in centimeters."

THE WORLD'S LARGEST SAW—Two circular saws of the inserted-tooth type, said to be the largest in the world, were recently made by Disston, of Philadelphia, for the Coats Shingle Company, of Hoquiam, Washington, as reported in *The Pacific Marine Review* (San Francisco, May). Says this magazine:

"Our illustration shows very graphically the size of these huge disks, which measure 108 inches in diameter and have 190 teeth inserted in the rim. The ingot from which these saws were made weighed 1,140 pounds. After reheating, rolling, and trimming, the weight of the disk was about 795 pounds. At full speed the teeth on the rim of this saw are traveling at the rate of 130 miles an hour, and with the weight of the disk behind this speed, the flying teeth cut into the immense logs for which Washington is famous in a way that is almost indescribable. On April 10, at the invitation of the Coats Shingle Company, lumbermen and shingle manufacturers from various parts of the Northwest assembled to witness a trial of these blades. The largest logs were cut through with an ease and rapidity which astonished the experienced millmen. With ordinary saw-installations, shingle weavers frequently have to wait for the bolts to accumulate, but this saw piled up the bolts so quickly that the rest of the mill was practically overwhelmed and had to call a halt. Henry Disston & Sons have had a very long and successful experience in the manufacture of saws. As long ago as 1876 they manufactured a circular saw one hundred inches in diameter for the Centennial Exposition, and some years afterward they made another one-hundred-inch saw disk for cutting stone, each tooth of which was studded with a black diamond. The ingots out of which is fashioned the disk-plate which holds the teeth of these saws had to be worked with very great care in order to insure uniformity in the quality of the steel throughout every section of the plate. The plate must be perfectly straight and true and must be carefully heat-treated in order to make these qualities lasting."



THE LARGEST SAW IN THE WORLD.

"At full speed the teeth on the rim of this saw are traveling at the rate of 130 miles an hour, and with the weight of the disk behind this speed, the flying teeth cut into the immense logs for which Washington is famous in a way that is almost indescribable."

ARCHEOLOGY BY TELEPHOTOGRAPHY—Strange secrets of antiquity, tucked away in a cavern high up on the face of an unscalable precipice, and only surmised even with the aid of powerful glasses, have just been discovered and recorded for study by an extraordinary use of modern photographic methods, we are told by a contributor to *Popular Mechanics* (Chicago). He writes:

"The find, which has delighted archeologists, consists of an entire community of prehistoric dwellings, preserved from injury by their very inaccessibility. The cliff in whose unexplored caverns these ancient troglodytes had their homes rises a sheer 3,000 feet from the floor of Zion Cañon, in southern Utah. To add to the interest of the event, the discovery was practically accidental. Distances are long in the mountain parks, and the photographer, seeking scenic features, armed himself with a telephoto camera of the type developed by war-needs. From another cliff, three quarters of a mile away, the mysterious cave revealed to the eye only a faint outline of possible ruins. An exposure was made, but when it was developed, it was found that even the great magnifying power of the telescopic lens left the image too small for analysis. So an enlargement was made, and from that another, and so on until the final print represented four successive steps to greater size. On this, the city of prehistoric days became distinctly visible in all its detail. Archeologists viewed it, found in it new knowledge of forgotten ages, and proceeded to construct, with its guidance, complete clay models of the original troglodyte dwellings in the isolated cavern. Attempts to reach it have taken the explorers within 200 feet of the entrance, by way of a huge shale slide at the foot of the cliff. Beyond that point no one has yet found a way to go, for whatever paths the cliff-dwellers used have disappeared. Scientists, however, hope to contrive a way."

DEPARTMENT OF SCIENCE AND INVENTION CONTINUED ON PAGE 98

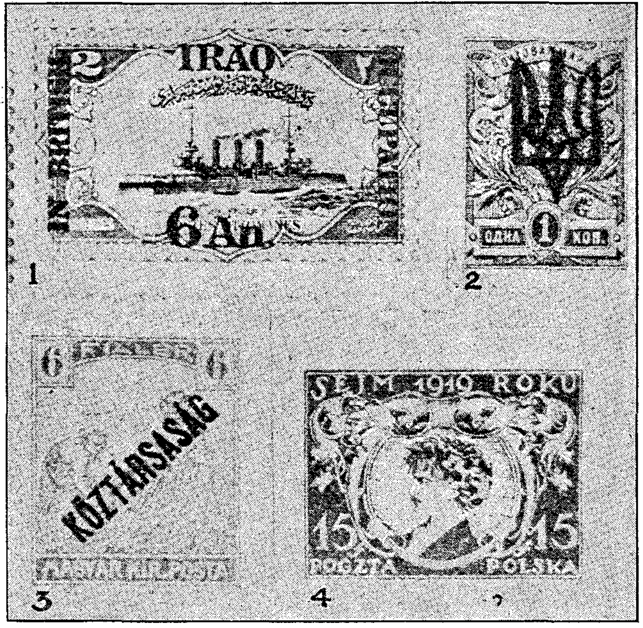
LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

FORTUNES IN WAR-EMERGENCY STAMP AND MONEY ISSUES

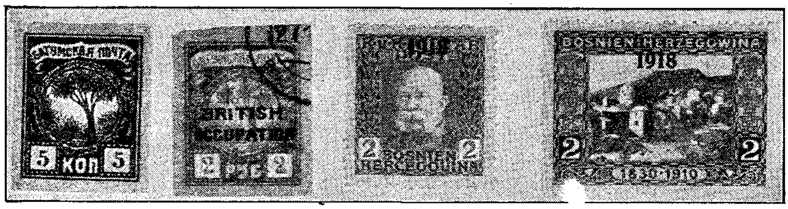
NO COLLECTING MANIA can have received a greater fillip by the war than that which concerns itself with postage-stamps. Much derided as a pursuit fit mainly for children, it turns out that foresighted soldiers in the various fields of army occupation found it a means of acquiring small fortunes by buying the special postage-stamps issued in those war-areas. "More than four thousand varieties of postage-stamps owed their origin to the world-war," says Mr. D. B. Armstrong in the London *Sphere*. "The rarest specimens are found among the Allied issues for occupied enemy territory, and the least valuable in the war-tax, Red Cross, and other supplementary postal emissions issued in great profusion all over the world." A complete collection of war-stamps would cost, even if it could be formed now, at least fifty thousand dollars, we are informed by Mr. Armstrong; yet a representative display, lacking, of course, the great rarities, could be secured for a small amount, with the assurance of increasing values. "The demand for war-stamps is world-wide," we are told, "and has increased enormously since the conclusion of peace." As we are far from war-areas such stamps as bring high prices must be still more rare with us. If any old letters from war-zones still survive, they may offer the owner some of the following prizes, estimated in English coinage:

> "Take the case of the Turkish stamps overprinted 'Bagdad in British Occupation,' a complete set of which could be purchased on the spot in September, 1917, for something less than 4*s*., and to-day would sell for more than £300 under the hammer. Or of the Bushire provisional stamps of August and September, 1915, face value about £2, 10*s*., comprising twenty-nine varieties, now ranging from 25*s*. to £250 per stamp, and worth altogether in the open market between £1,200 and £1,500. In the series overprinted on the Persian 'Coronation' stamps, of the commonest variety of which 129 specimens are known to exist, one is valued at £30, and the rarest, 2 chahi, at £250, since but eighteen were printed.
>
> "The other occupation stamp issues made under British or French military authority in Togoland, Samoa, New Britain, Kameruns, East Africa are equally interesting and valuable. Togoland was the scene of the first issue of ex-German colonial stamps overprinted in token of Allied occupation in October, 1914. The German officials hid their stocks of postage-stamps down some disused wells, whence they were recovered through natives revealing the cache, and divided between the British and French authorities for use in their respective spheres of administration. The British series was distinguished by the imprint, 'Togo, Anglo-French Occupation,' applied in the press of the Catholic Mission at Lome, while the French stamps bore a Gallicized rendering of the same inscription. In certain instances the quantities available were extremely limited, as in the case of the 50-pfennigs stamp, only twenty-four copies of which were included in the original find. Rarer still are the 'mark' value stamps discovered by the French at Sansan Margu in northern Togo at the end of 1914, and overprinted on their behalf from the type used for the British overprint. To the one mark of this series belongs pride of place as the rarest of all war-stamps, the sole unique example, valued at more than £1,000, reposing in the celebrated war-stamp collection of his Majesty the King. Of the other high-value stamps of this series, but seven of the two marks, two of the three marks and three of the five marks were issued. Their respective philatelic values are estimated at several hundred pounds apiece.



SOME STAMPS WORTH COLLECTING.

(1) Issued for the British occupation of Mesopotamia. (2) Russian stamp with a trident overprint for use in the Ukraine. (3) Issue of the Republic of Hungary. (4) Stamp of the new Poland, with Paderewski's head.



SOME HISTORY-BEARING STAMPS.

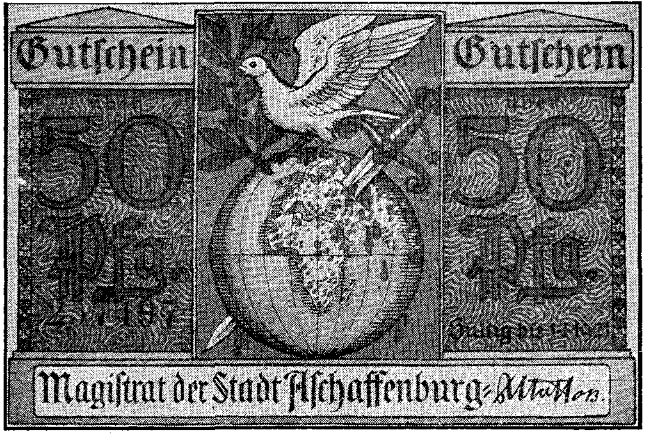
Numbers 1 and 2 are stamps from Batum in the Caucasus, overprinted to show British occupation. New state of Jugo-Slavia. 3 and 4: Two old Bosnian stamps overprinted, 1918, to commemorate armistice.

> "The stamps of German Samoa overprinted 'G. R. I.' and values in sterling currency for use under the New Zealand administration provide a curious example of a typographic error that is actually commoner than the normal variety. In converting 'marks' into 'shillings' the same setting of type was used throughout, the figure of value alone being changed for each denomination. When the half-caste compositor, whose knowledge of English was of the slightest, came to the one-shilling value he omitted to remove the final 's,' with the result that on the first supply of 160 stamps the surcharge read, "1 Shillings," while on the balance of thirty-five copies only the error was corrected. Thus the stamp bearing the revised surcharge is quoted at £150, as against £90 recently paid for the error. Another rare stamp of the Samoan series is the 2*s*. on the two marks, valued at £50; also the same denomination surcharged in error on the three marks stamp, said to be unique.
>
> "The Australian seizure of New Britain, or Kaiser Wilhelm's Land, was likewise responsible for the creation of some rare war-stamps, both as regards the regular Deutsche New Guinea series, and those of the Marshall Inseln, subsequently prest into service. The 5*s*. on five marks stamps of either issue command

£100 in the stamp market to-day, and the 1, 2, and 3 shillings denominations from £50 to £60 each. These are only a few outstanding examples of rare postage-stamps brought into existence by the world upheaval. Of war-stamps worth from £5 to £25 there are innumerable varieties, and many thousands more whose worth is denoted by shillings instead of pounds."

Closely allied with the subject of war-stamps is that of war-money, and interesting varieties are to be found in war-emergency paper-notes issued in Germany. Even in August, 1914, coined money in all metals threatened to disappear entirely, says the *Frankfurter Zeitung*, and to help out "money certificates with short-time circulation were issued in the eastern provinces, in Westphalia, in the Rhineland, and in Alsace by communities and private interests." They were for the most part carelessly printed and signed with machine-script. By 1915, there were 260 different places of issue, which increased to 1,082 in 1919. Not all this fugitive media of exchange were tasteless. Some specimens made pretense to high artistic quality, and some, indeed, to real humor. We read:

"If one groups these issues of paper-money from an esthetic standpoint, one must first speak of the entirely artless and tasteless specimens. The issuers are mostly the large cities, unfortunately, also Frankfort with its comfortless, ugly, fifty-pfennig certificate; then of some with praiseworthy fine drawings, beautiful views, and representative local historical events; also of those with jocular or common-sense mottoes; lastly, of certificates with really artistic execution whose number increased agreeably in 1919. Niederlahnstein placed itself at the peak of the middle group when they placed a ham on their city notes with the inscription, 'Fond Desire, Sweet Hopes'—quite plainly a pass at the scarcity of food. Shortly thereafter Bielefeld issued notes that asked for corresponding prices for food as prevailed during the drive on Paris in 1917, and also showed the prevailing winter food of the Germans, the turnip, and the Bielefeld use of thirty thousand hundred-weight. Düren's notes declared in dialect, '*Mi Git Es Nit*' (More is not possible to be had), and the city fathers of Weinheim, who were not to be left out, brought forth on their notes an agreeable '*Daham ist Daham*' (Home is home). The notes of Augsburg illustrated the saying, '*Steht Unsere Mark in Kurs auch schlect das Mark im Deutschen Arm ist Echt'!* (Stands our mark in value poor, the mark in German arms is pure).

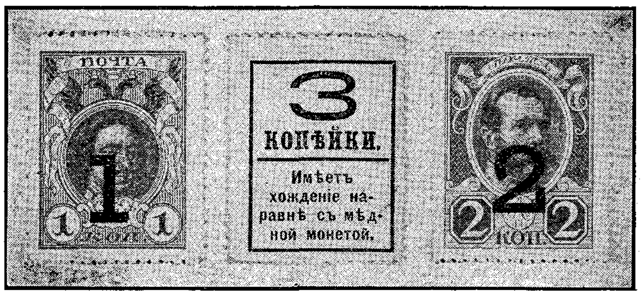


WAR-EMOTIONS IN MONEY.

A German 50-pfennig scrip, showing dove of peace hovering over a sword-pierced world.

"The first emergency notes with artistic execution in many-colored printing were published by Linderberg and Saulgay in Algaü. Lindau printed a water-colored picture of the city and sea by Haid, on their notes. Very tasty was Kaufbeuren, whose notes had on one side a steel helmet covering a seal of the city wreathed in oak-leaves, and on the back the war-sword placed ruggedly before the elegant view of the city. Passau relies upon religious drawings and text. Colorful Pasing had a black St. George on a red field surrounded with green ornamentation. Many other Bavarian cities, the home of our industrious artists, had similar inspiring designs. But also, on the other side of the blue-and-white pale (Bavarian border), a number of cities had endeavored successfully to combine artistic expression with the given emergency aim. How like strong impressionistic etchings seem the Porta Nigra of Trier, the silhouette of Danzig, the market-place of Jauer, on the notes of these cities! How full of charm the train of children of Hameln, after which follow the words, 'Clothed in all colors of paper'. . . . . . .

"The German war-need money has become a spacious, international meeting-place and will for all time be one of the signs of our misery. If, fortunately before long, these smallest obligations shall have lost their material significance, may they—the paper memory—signs of our time—testify to the strength of our character, a strength unbroken in every distress."



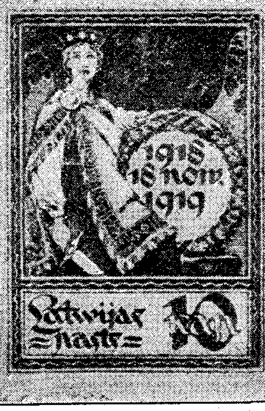
SOME BOLSHEVIK MONEY.

Stamps of the Imperial era, issued in 1913, to commemorate the three hundredth anniversary of the Romanof ascendency, overstamped and used as 1, 2, and 3 copeck pieces. The center cut shows the Bolshevik reprinting on reverse of stamp.

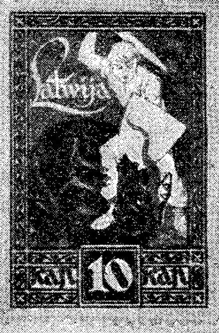
The writer adds that already a large number of the more artistic of these paper-notes have disappeared from circulation and can only be had at a premium from collectors, thus saving the cities the trouble and, what is more important at present, the expense of redeeming them. About the scarcest of these notes is the one issued by Niederlahnstein with the picture of the ham on the back. The issue was forbidden shortly after it appeared, and they are now worth nearly their prewar value.

A PRINCE AS ART-CRITIC

THE POMPOUS SPEECHES delivered to exalted personages at the annual Royal Academy Banquet did not, this year, draw a reecho from the Royal personage there. Instead Prince Albert, second son of the King, told the greatest artists of England that they couldn't spend their time better than in painting signs for country roads. The artists are reported to have been properly horrified at the suggestion, but the charming Prince pursued his recommendation to the end. Like his elder brother, he bids fair to add to the family reputation for speech-making. Beginning with engaging deprecation, he said that "at last year's Academy dinner the Prince of Wales



COMMEMORATES LATVIA'S INDEPENDENCE.



LATVIA'S RELIEF FROM BOLSHEVIKI.

exprest considerable diffidence in addressing so eminent an assembly," adding: "I can quite sympathize with him. My diffidence to-night amounts almost to trepidation." But the debonair Prince seems to have found a sovereign secret of concealment, for he went on with the most complete assurance in execution of his social duty:

"I am divulging no secrets in saying that those who have fulfilled the task I undertake this evening have found some difficulty in choosing subjects worthy of the honored guests of the President and the Council, who in the terms of the society's charter must be 'persons in lofty situations, of high rank, distinguished in talent, or known patrons of art.' In whatever degree I fall short of these qualifications I can, at any rate, assure you of my earnest endeavor to become a whole-hearted supporter of the Royal Academy which has always had special and personal relations with the Sovereign and members of the royal family.

"Your eminent president, who has always taken a foremost place in every movement of social progress, is well fitted to guide the destinies of the society through this time of change. It would be presumption were I to tread even on the threshold of the Temple of Art, but may I make a suggestion with regard to a minor branch of art, that of sign-painting? The development of motor-traveling has brought back to our highways some of the importance which they enjoyed in the old coaching days.

"I feel sure that many of my comrade motorists here to-night would welcome the revival of the village sign or emblem lettered and conspicuously displayed — a welcome guide to the visitor in a strange land. As in the past, so to-day, the name of many a village would offer scope for the wit and humor of the artist. I may mention that in the neighborhood of Sandringham these village signs have been introduced with considerable success."

Whether the Prince or the scribbler behind the throne is the wag here enjoying himself, we find him adding one more moral lesson for the benefit of artists:

"Your president has been kind enough to refer to the Industrial Welfare Society and to King George's Fund for Sailors, with both of which I am proud to be associated as president. I am always glad to have the chance of canvassing for members, and to use the art of propaganda on behalf of these two inestimable movements. In its small way the Industrial Welfare Society is trying to sharpen the faculties of the boys and girls in the workshops and to teach them another great art, that of keeping fit and of becoming players instead of spectators. But games, tho the best levelers in life, and bringing out some of the finest qualities of the race, are not everything. . . . . . .

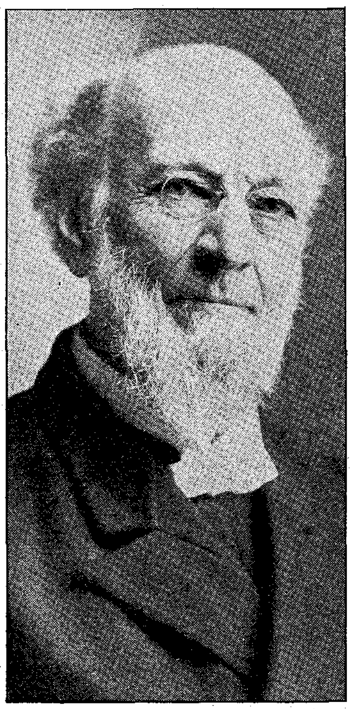
"After all, the one big question of the day is the welfare of the people and how to make them healthy, happy, and contented. Painters, sculptors, and architects have their responsibility in representing scenes and portraits, monuments, memorials, buildings, in such form as to inspire those who see them with greater powers of observation and sympathy, of enterprise and imagination. To the Royal Academy we can look with confidence to meet these requirements of the age."

It goes without saying that the press, the upholders of British institutions, would find another interpretation than a lack of tact in the Prince's remarks. "A cynic might have put an unkind interpretation" on his words, says the London *Times*. But—

"He had certainly no intention of hinting that the technical accomplishments of the artists might be directed to an object more within their scope. Great artists in the past have often employed their talents in the decoration of useful objects, and their flights into the empyrean have been none the worse for their habitual devotion to commoner tasks. It may, indeed, be argued that the qualities requisite in sign-painting, such as the decorative presentation of familiar objects and the direct appeal to the common eye, would strengthen much academic work."

CHAUTAUQUA AND ITS FOUNDER

ONE of our "most distinctive national institutions" is the Chautauqua movement, whose founder, Bishop John H. Vincent, of the Methodist Church, passed away on May 10. "Chautauqua" signifies beneficence; but it also signifies the butt of somewhat satirical observation. For example, "when we are told that a statesman in or out of a job, a returned traveler from foreign parts, or a specialist in some branch of useful endeavor has betaken himself to the Chautauqua circuit, we know just the kind of activity that is implied," says the St. Louis *Post-Dispatch*. Bizarre as well as beneficent, as the current comments on the work of the founder now shows itself to impress some, the main assertion is that Bishop Vincent "demonstrated his understanding of America and its people." "It was his answer," says the Chicago *Evening Post*, "to that hunger in the hearts of multitudes of men and women, who had been denied the privileges of college education for the broadening of horizons, a closer touch with the thought and culture of the world." The point is driven deeper:



THE FATHER OF CHAUTAUQUA.

Bishop John H. Vincent, who "demonstrated his understanding of America and its people."

"And whatever the supercilious may say of the Chautauqua, or however the movement itself may at times have strayed from its higher aims, beyond all cavil it has brought to millions of Americans in towns and rural communities a contact with the richer and finer things of the soul and spirit, an impulse to wiser reading, an interest in topics of conversation above the level of neighborhood gossip. Bishop Vincent helped America. Uncounted homes have felt the influence of his life."

What a Chautauqua audience gets from its meeting, insists the New York *Tribune*, "is not to be judged or measured by the practises or customs of a large city." If the point needs arguing:

"Let us agree that enjoyment, a direct tingle, is the prime requisite of true artistic appreciation, and that so far as learning goes one lecture hardly more than scratches the surface of any subject. What the *blasé* city dweller fails to realize is that to the small-town citizen the average Chautauqua program is approached with all the artistic appetite of a famished epicurean. The halo of solemnity and piety which usually surrounds a Chautauqua gathering deceives the visitor. In reality here is an emotional welcome for beauty hard to equal in any metropolitan audience.

"As for solid fare for the mind, the Chautauqua lecture needs to be judged in relation to the aftermath, to the home reading, to magazines and newspapers and books, and to the incomparably valuable quiet and time for reflection. The superficiality of the Chautauqua lecture is more than compensated for by the opportunity country life gives for after-probing and consideration.

"When every allowance is made for the absurdities of this university in a tent that Bishop Vincent founded, its solid service to its members is unquestionable. The American will to culture, operating through a community gathering, is a much jollier and wholesomer proceeding than the outsider can realize. The Chautuaqua has for millions of people opened the door for at least a glimpse of beauty and wisdom. For which we can forgive Chautauqua much."

The founder, Dr. Vincent, is seen by the New York *Evening Sun* as "a kind of religious Roosevelt." The luminary which shines from the same office in the early morning goes more into detail on the origin and growth of the Bishop's work:

"A good example of a movement which ran ahead of the planner's original purpose was the one started by John H. Vincent, who died on Sunday. He and Lewis Miller, of Akron, Ohio, devised the Chautauqua Assembly as a means of using the summer vacations to develop Sunday-schools, in which both had a deep interest. They hoped to substitute for the three-day annual conference a fortnight of lectures which should prepare Sunday-school teachers for better work.

"From this limited project, Methodist in its inception, sprang the great non-sectarian Chautauqua movement. The culture of the middle '79's was ready to leave the haircloth chairs of the study in midsummer and betake itself to the open air. The original idea was not lost, for Chautauqua has been the Mekka of the Sunday-school teacher for nearly half a century; but the founders of the institute discovered a wide-spread desire on the part of ambitious folk to sit at the feet of the learned among the groves beside the cool, deep lake and absorb information.

"Men and women came from many parts, studied the method and spirit of the somewhat primitive village which Dr. Vincent and Mr. Miller had laid out, and went away either to come again or to wish for a Chautauqua of their own. When neither of these desires could be gratified the Chautauqua reading-circles sprang up to spread erudition by mail. So quick was the response by the public that two years after the institute opened the course was lengthened to three weeks, and now it is two months. In four years secular subjects were added to the courses.

"Dr. Vincent was for nearly a quarter of a century the benevolent intellectual and ethical autocrat of a summer city that might have been a walled town of the Middle Ages so far as its separation from the ways of the outer world was concerned. Mr. Miller ran the business end of the institute and left Dr. Vincent free to direct the study and the play of the thousands who found Chautauqua a western New York combination of Paradise and Athens. We said that the movement ran ahead of the planner's purpose, but Chautauqua never ran away from the strong hand of Dr. Vincent. His impress was on every lecture program and every silence of the Sunday when no train entered, no steamer docked at, this sedate little kingdom.

"There are more than three hundred Chautauquas now, and the summer-school idea has spread and prospered, due greatly to the zeal of this minister-editor and the layman Miller. These 'everyman's colleges' are scattered all over the country. They have been a boon to teachers conscious of their weakness in special branches, to young people who found it possible to combine tennis and mental exercise, and—least important of all—to the statesmen, wise or merely windy, who knew that they were sure of a respectful hearing, with pay, in these shrines of Minerva.

"John H. Vincent made the name Chautauqua immortal and he made hundreds of thousands of men and women happy by showing them that education should not end with youth and that vacations need not imply vacuity of mind. No person who ever visited the mother of all the Chautauquas in the days of the Bishop's reign can ever forget the founder. He was a strong man, typical in mind and body of his creed, an impressive figure of a purposeful age."

A somewhat wider sweep is taken by the Brooklyn *Eagle*, showing the larger activities of Dr. Vincent:

"Ulysses S. Grant introduced Dr. Vincent to Abraham Lincoln, saying, 'He was my pastor when I lived in Galena. I do not think I ever missed one of his sermons.' Indeed, the friendship between the hero of Vicksburg and the Methodist Bishop was very close for many years. Dr. Vincent was no prouder of it than the General.

"Born in Alabama in 1832, brought to Pennsylvania by parents who wanted to enjoy a different sort of social atmosphere, educated in the North, J. H. Vincent was ordained a minister in 1849, five years after the ordination of Dr. Ballard, of Ocean Grove fame. It was while a pastor in Chicago that Dr. Vincent established *The Northwestern Sunday-school Quarterly* and later *The Sunday-school Teacher.* He made three trips to Palestine to get his own idea how the atmosphere of the East could best be presented to children. In 1874 he founded the Chautauqua Assembly, which bids fair to be his permanent memorial.

"Dr. Ballard, protagonist of Ocean Grove against the Prince of the Powers of the Air and all politicians, died last Thanksgiving day. He would have been one hundred years old if he had lived till Christmas. Dr. Buckley, who had done more than any man in America to frame Methodist discipline and formulate Methodist theology, was only eighty-three when he passed away on February 8. Dr. Vincent was eighty-eight when the end came. All three preserved good general health and a wholesome sense of humor to the last. All were well-balanced men."

EDUCATIONAL RANK OF THE STATES

MONTANA SHOULD BE PROUD to know that she has the best all-round public-school system in the United States. She may have known it all along, but the assurances of Dr. Leonard P. Ayres, director of the Department of Education of the Russell Sage Foundation, might help on her civic satisfaction. From the same authority other States may learn that California is second, Arizona third, New Jersey fourth, and Washington fifth. If the Empire State wonders where she comes in and should feel it incumbent to amend her position in the thirteenth place, she has her work cut out. For the record and not for impoliteness, it may be mentioned that South Carolina is at the bottom. Self-complacence, even for the best, receives a check when it reads that Dr. Ayres reckons the school system to-day as only 52 per cent. effective. Still in fifty years efficiency has doubled, for its rating in 1870 was only 26 per cent. Some other facts culled from the report by the New York *Times* are given here:

"The West has been coming up educationally during the last thirty years, the report shows, while the East has been going down. Utah has made the greatest gain, while to Maryland is attributed the greatest falling off in relative standing. In the East New Jersey is the only State that has gained, while in the West California has the best average high record.

"The conclusion is reached by the author of the report that the school systems of the United States territorial possessions, such as Hawaii, the Canal Zone, and Porto Rico, have higher ratings than those of many of the forty-eight States. The Hawaiian system is reported better than those of the majority of the American States, while ten Southern States have records poorer than that of Porto Rico.

"In working out the educational measurement the Foundation takes the official data showing the number of children attending school, the amount of training they obtain, the progress they make, the amounts expended for buildings and supplies, the salaries paid their teachers, and other similar items, and combines these factors into a single index-number which shows the general standing or efficiency."

The standing of the forty-eight States, the District of Columbia. and the three territorial possessions is shown in the following table:

1—Montana	75.8	27—Kansas	55.2
2—California	71.2	28—Canal Zone	55.1
3—Arizona	66.2	29—South Dakota	55.0
4—New Jersey	65.9	30—New Hampshire	54.4
5—District of Columbia	64.3	31—New Mexico	53.0
6—Washington	63.7	32—Vermont	51.5
7—Iowa	61.9	33—Wisconsin	51.3
8—Utah	61.4	34—Missouri	49.6
9—Massachusetts	61.0	35—Maine	47.4
10—Michigan	60.1	36—Oklahoma	44.4
11—Connecticut	59.8	37—Maryland	43.2
12—Ohio	59.7	38—Delaware	42.3
13—New York	59.4	39—Texas	41.1
14—Colorado	59.2	40—Florida	37.8
15—North Dakota	59.1	41—West Virginia	37.7
16—Nevada	59.0	42—Porto Rico	35.8
17—Indiana	58.9	43—Virginia	35.3
18—Idaho	58.6	44—Tennessee	35.1
19—Minnesota	58.4	45—Kentucky	35.0
20—Oregon	57.8	46—Louisiana	33.9
21—Pennsylvania	57.7	47—Georgia	32.6
22—Nebraska	57.1	48—North Carolina	30.6
23—Hawaii	57.0	49—Alabama	30.6
24—Illinois	56.8	50—Arkansas	30.3
25—Wyoming	56.7	51—Mississippi	30.0
26—Rhode Island	56.3	52—South Carolina	29.4

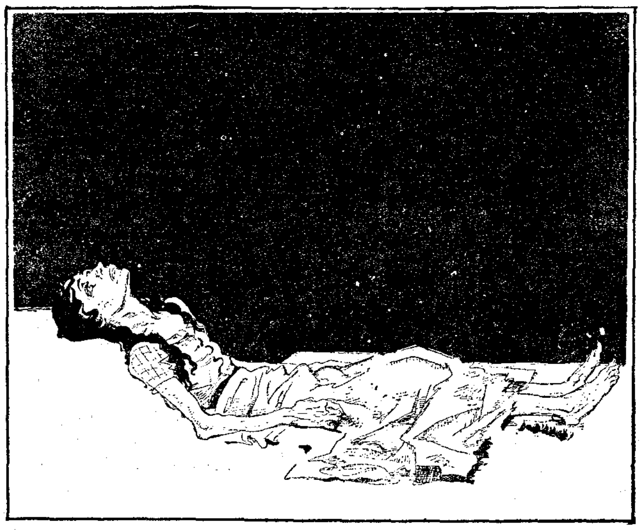
"California has always been at or near the top, while the two Carolinas have been at or near the bottom. Every New England State is shown to be losing ground, while every State in the Far West has gained. Iowa has far outstript Illinois and North Dakota has gone rapidly forward. Nebraska has gone forward, and Kansas backward.

"The increase in the attendance in high schools is the most notable educational change in the fifty years. The enrolment in high schools now is one hundred times as great as in 1870. The number then was 19,000 and now it is nearly 2,000,000. The new pupils have been mostly girls."

RELIGION-AND-SOCIAL-SERVICE

AMERICA "PASSING BY ON THE OTHER SIDE"

EUROPE IS "A MAN lying wounded by the roadside," says Mr. H. P. Davison, of the Red Cross; "he is stript of his raiment, he is half dead, and America (rich and prosperous) is passing by on the other side." That we are tiring of the Good Samaritan rôle before the need of help has passed is the conviction of a number of editorial writers. Two years ago, affirms the Rochester *Herald*, such an appeal for aid to Central Europe as Mr. Davison, at Des Moines, "made to both honor and enlightened selfishness, would not have fallen on deaf ears or stubbornly unwilling hearts." But, it continues, "the argument that America can live to itself alone and that it is done with caring what fate befalls the nations across the Atlantic conquers the conviction of innumerable fools and charlatans who portray themselves as incomparably wise and good." The editor of the New York *Globe* agrees that "those who know most about this situation are not very hopeful that America will aid and aid in time." The St. Louis *Post-Dispatch* thinks Mr. Davison "has brought his picture of chaos and starvation in Central and Eastern Europe into the wrong forum." When he tells the Methodists assembled at Des Moines that Congress ought to appropriate $500,000,000 as a relief loan, his hearers rise in prompt and unanimous approval. But Congressman Fordney says he does not "think Congress will consider any further appropriation of this nature"; Mr. Longworth, of the same House, states that "Congress has taken the only action it will take this session"; and in the Senate Mr. Borah expresses his serious doubt "whether we have the right to appropriate money out of our treasury and tax the near-hungry man in America to feed the really hungry man in Europe." Our sensibilities, says the Springfield *Republican*, have been dulled to the misery of the world. This the Massachusetts paper finds "easy to understand and in some degree to excuse." But, it insists, "a resolute effort must be made to overcome it." "Persistent explanation and urging of facts," by those who know and understand, will move Congress to action, the New York *Times* thinks. Congress can be moved, agrees the New York *Evening Post*, "if only it recognizes the pitiful needs," and it continues:



STARVING VIENNA.

—*De Notenkraker* (Amsterdam).

> "We are confident that beneath the moral let-down of after the war, beneath the preoccupation of domestic politics, beneath America's weariness of Europe's political and racial strife, the hearts of our people beat for the wants of a population two-thirds the size of our own, torn out of the normal life and normal thoughts by the war, and drifting to chaos. . . . . . .
>
> "We may hold aloof from the entanglements of Europe; but we can not hold aloof from the entanglements of humanity."

Mr. Davison has called America to the performance of an obvious and immediate duty, in the view of newspapers in a number of our principal cities, and the New York *Globe* feels that when once the facts revealed by him have penetrated our national consciousness the nation can make only one answer.

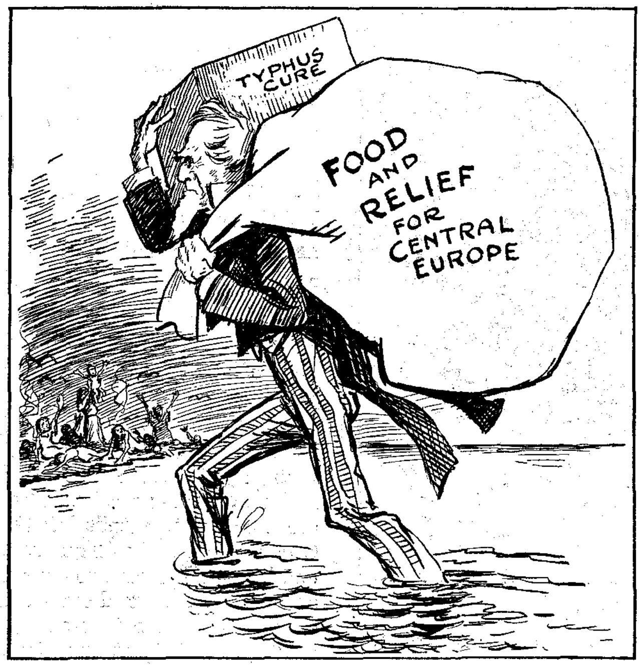
Mr. Davison spoke before the Methodist General Conference at Des Moines on May 17. He accepted the invitation to speak because he feels, as international head of the Red Cross and as an American citizen, that whatever our attitude may be toward the League of Nations, "it is essential that the people of the United States realize that one of the most terrible tragedies in the history of the human race is being enacted within the broad belt of territory lying between the Baltic and the Black and Adriatic seas." Particularizing, he said that in Poland wholesale starvation is threatened this summer, and that one of the worst typhus epidemics in history is in progress. In Galicia whole towns are crippled, and in Poland and the area occupied by Polish troops some two hundred and fifty thousand typhus cases are reported. In the Ukraine typhus and influenza are said to have affected most of the population. Mr. Davison says further:

> "A report from Vienna dated February 12 said: 'There are rations for three weeks. People are apathetic, fatalistic, tired. One hundred thousand school children in Vienna are reported as underfed and diseased because of food shortage and lack of fuel. At least twenty-five thousand hospital beds have become useless owing to lack of medical supplies. Death stalks through the streets of Vienna and takes unhindered toll. The general death-rate has risen 46 per cent. since 1913, and the mortality for tuberculosis 250 per cent.'
>
> "Budapest, according to our information, is one vast city of misery and suffering. The number of deaths is double that of births. . . . In Roumania tuberculosis is spreading in an alarming and unprecedented manner. All energies are devoted to keeping the typhus epidemic at bay. . . . Typhus and smallpox have invaded the four countries composing Czecho-Slovakia, and there is lack of medicines, soap, and physicians. The shelves of their pharmacies and their hospitals are bare. In Serbia typhus has broken out again, and there are but two hundred physicians to minister to the needs of that entire country. In Montenegro, where food is running short, there are but five physicians for an estimated population of four hundred and fifty thousand."

And "these are but a few of the top-notes of the tragedy," with no word of Russia, Germany, or Armenia. To those who would say that this is not our affair Mr. Davison would reply:

> "You can no more renounce the tribulations of these stricken people than you could escape the consequences of the war. One-half the world may not eat while the other half starves. How long do you believe the plague of typhus that is taking a hideous death-toll in Esthonia and Poland and the Ukraine and eating along the fringes of Germany and Czecho-Slovakia will confine itself to these remote lands? It is a parasitic disease, and if not throttled may spill into the western countries of Europe and creep to our own shores. . . . . . .
>
> "This is one menace at our threshold. The other, more threatening, more terrible, is the menace of the world's ill-will. We can afford to die, but to be despised forever as a greedy and pharisaical nation is a fate that we must not incur."

The situation, said the speaker, is acute and far beyond the scope of individual charity. Mr. Davison suggests that Congress appropriate not more than $500,000,000 to be spent by a commission headed by men of the type of Pershing, Hoover, and ex-Secretary Lane. The money would be loaned for fifteen years with liberal interest provisions. Other governments would be asked to participate. Mr. Davison is "confident that if the United States of America was to announce that it proposed to move to rescue those suffering peoples there would go about the world a cry of joy." He is "also confident that our action would be followed by the governments of Great Britain, of Holland, of the Scandinavian countries, of Spain and of Japan, and that France, and Belgium, and Italy, notwithstanding all their losses, would help to the best of their ability." What Mr. Davison proposes, says the New York *Evening Mail*, is no "entangling alliance," "no charity," but a call to assert moral and spiritual leadership; "let America return to Europe this time bearing neither arms nor a political program, but with means and purposes that underwrite the brotherhood of man."


TYPHUS CURE
FOOD AND RELIEF FOR CENTRAL EUROPE

Protected by George Matthew Adams.

WASHINGTON SAID NOTHING ABOUT THE ENTANGLEMENTS OF HUMANITY.
—Morris for the George Matthew Adams Service.

All Mr. Davison said about disease conditions in Poland is supported by our Minister, Hugh Gibson; Eliot Wadsworth, of the Red Cross; and Colonel Gilchrist, of our Army's medical relief expedition, says the Washington correspondent of the New York *Evening Post*. There are, however, some conflicting reports. President Vauclain, of the Baldwin Locomotive Works, has just returned from Eastern Europe. Press dispatches report him as saying that "food is plentiful everywhere," that he "didn't see any more starving in Europe than there is in New York," that "American food ought to stay in our own country to help our own good people," and that "what the United States wants to do is to bring back the food committees, the relief committees, the sustenance committees, the milk-shake committees, and the like and put them to work." The Baltimore *News* quotes Dr. Alonzo E. Taylor, of the University of Pennsylvania, as saying after a study of conditions in the Balkans:

> "Americans are largely wasting their sympathy when they talk of destitute, hungry women and children in Europe. There aren't any. We might save our sympathy for America, where the food situation is not much better than abroad. Either Americans are becoming hysterical in their desire to aid every one or else the people here are being imposed upon."

The Pittsburg *Dispatch* admits that there is suffering in Eastern Europe, but it would like to ask what the governments of those countries are doing for the people. Latvia, Lithuania, Esthonia, Poland, and the Ukraine have been figuring in the war-news, it remarks, ever since the Great War ended. Wherefore, "if America is to give another half billion for Eastern European relief should it not be insisted before we do so that the new nations disarm, withdraw inside their own boundaries, and settle down to work?" The Albany *Journal* seems to fear that the international Good Samaritan is being imposed on; that in some parts of Europe the dependence on American aid has destroyed the impulse to self-help. And it further suggests that the Samaritan's resources are not unlimited. To raise $500,000,000 would mean taxing every family $20, "and that would be added to a burden of taxation already very heavy."

WHAT PEOPLE MEAN BY "CHRISTIAN"

WHAT DOES THE WORD CHRISTIAN MEAN to the average man? An English physician has for twenty years heard his hospital patients—generally poor and uneducated people—use the word. Few of them, he says in a letter to *The Church Times* (London, Anglican), could make out even a presentable definition of the word. Yet, "they all know more or less what they mean by it. It is shockingly inexact; but life would take to itself fresh hues of added loveliness if an appreciable number of us could but realize the conception which it endeavors to define." In the course of his reflections on the popular use of the word, this Christian doctor has come to these conclusions:

> "1. Perhaps the most interesting point of all. 'Christian' used as an adjective and applied to acts, standards, intentions, etc., has an almost exclusively ethical meaning. Of doctrinal significance there is hardly a trace. 'I call that a truly Christian work' means a kindly, probably compassionate, possibly a self-denying undertaking. Sometimes a large degree of tolerance is implied. 'Ah! now that's the Christian way of looking at it,' was certainly intended to convey appreciation of charitable allowance made for an admitted failing. Once I heard it applied to an animal. 'I often says to my husband he's as good a Christian as what I am' was a tribute paid to an ungainly bull-terrier of very doubtful lineage, on account of the interest he displayed in the welfare of the younger children.
>
> "2. The case is rather different with such a phrase as 'a Christian man.' Here some recognition of a doctrinal standard is clearly disclosed. I do not think that it would be considered suitable as an epithet describing the character of a profest atheist or agnostic, however admirable his 'life and conversation' were known to be. Not, I think, necessarily conversion, and certainly not baptism, but rather adherence to some definitely Christian body appears to be a *sine qua non*. But the ethical aspect has by no means disappeared. If actions are held not to correspond with declared opinions, the title to the appellation 'Christian' will be openly disputed. 'And he calls himself a Christian!' This, delivered with withering emphasis, was the fitting conclusion to an aspersion on the rapacity of a landlord who (altho a deacon) had tried to exact regular payment of rent."

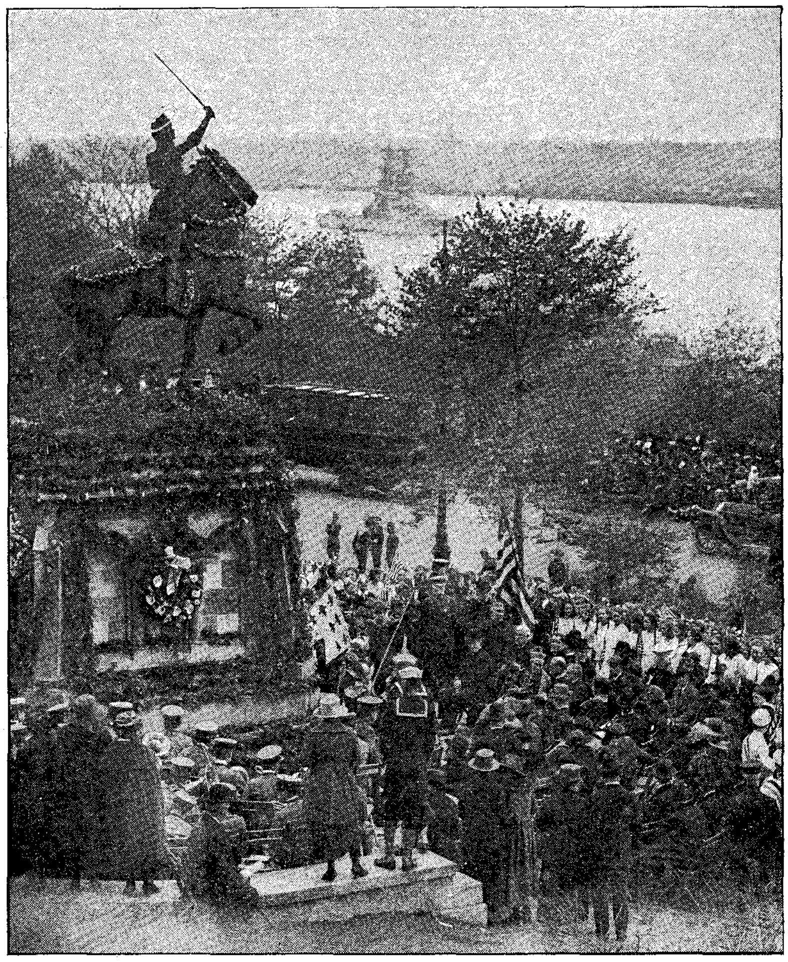
THE COLLEGE GIRL'S RELIGION—The American college girl of to-day may be as religious as the young woman of an earlier generation, but her religion is more likely to take a practical turn, according to statements which have recently appeared in the press and which have been collected for the benefit of English readers by *The Christian World* (London). This Free Church weekly cites as authority several Bryn Mawr teachers:

> "Miss Helen Taft, the acting president of Bryn Mawr, remarks that the girl of to-day does not wear her religion on her sleeve, but makes it go to work. The number of girls who are doing real work of social service is increasing every year, and they do it from a feeling of individual responsibility to society and a definite religious inspiration. Miss Smith, the Dean of Bryn Mawr, takes practically the same view. 'Girls,' she remarks, 'are not so likely to indulge in religious discussion as they used to do. The dreamy, contemplative religious type is not so pronounced as it was years ago, but in its place has come a growing interest in applied Christianity."

SAINT JOAN OF ARC

ALWAYS A SAINT in the popular mind, the canonization of Joan of Arc on May 16 in the historic basilica at Rome five hundred years after her martyrdom "was hardly more than an official ratification of a sainthood revered by free peoples everywhere." All Christendom joined in paying tribute to the memory of the French heroine. The canonization ceremony, conducted by Pope Benedict, was described in the press dispatches as the most impressive function in several centuries. Thirty thousand persons, including 140 descendants of the shepherd girl's family and Church dignitaries from all parts of the world, witnessed the rites in St. Peter's. There were remarkable scenes of devotion at the celebration in Westminster Cathedral, London, which was thronged by visitors from China, India, Russia, and other countries, and a war-pageant organized by the Catholic Women's League in the form of a long procession through the adjacent streets was witnessed by one hundred thousand people. In Paris, where processions are prohibited, the elevation of the martyred maid to sainthood was celebrated in every church, from historic Notre Dame to the humblest chapel in the suburbs. In New York twenty thousand people overflowed the campus at Fordham University to watch a colorful pageant of eight episodes depicting the epochal days in the life of the Maid of Domremy, and ships of the United States Navy stationed in the Hudson River fired the national salute of twenty-one guns in honor of her entry into the "Peerage of Heaven." Burned five centuries ago as a heretic and a witch, the French shepherd-girl is to-day an international heroine, and, says the New York *Tribune*, "it was an outstanding fact of our campaign in the Great War that Joan of Arc was almost as much the heroine of the dough-boy as of the *poilu*." It is because she inspired the beginnings of French nationality and gladly gave her life for her country that she has become "the heroine of patriots everywhere. She stands the saint of patriotism, of nationalism, wherever those words spell sacrifice and devotion to the welfare of one's countrymen." The first petition for canonization was made in 1869, by the Bishop of Orleans and twelve colleagues. The decree of heroicity was published in 1904; the proof of the three required miracles—three modern cures following invocation to Joan—was admitted in 1908; beatification ensued in 1909, and in March, 1919, the Pope's decision was given for canonization. "Joan's exaltation would have come before had it not been for powerful influences in the way," says the New York *Evening Post*. "The Court of France, which, under Charles VII., abandoned the Maid; the University of Paris, which condemned her as traitor and heretic; the Burgundians, whom she fought—these the Church was long reluctant to offend." Later it was reluctant to "offend English Catholics, tho Joan's best celebraters have included men of English blood—De Quincey, Andrew Lang, and our Mark Twain—as her harshest critics have been French anticlericals like Anatole France." However, she has been "long glorified by Protestants and Catholics alike, long the great inspiration of France," and "Joan is no less the world's first heroine for being now a saint of the Church." But if there is any reason for regretting her canonization, "it is that it seems to carry her further back into the mystic region of legend in which she is too deep already." Her story "would have taxed men's credulity even had it been more fully documented, more realistically detailed, than history can present it." Even so, we are taught to remember:

> "She was the last, most perfect embodiment of chivalry and of profound medieval faith. That an untaught rustic girl of seventeen should in four months rise to command armies, defeat an apparently invincible foe, and reunite a France that for years had been the prey of a ruthless blood feud between the Duke of Burgundy and the Dauphin, with foreign enemies and mercenary nobles exploiting the civil war—this seems almost the wild imagining of romantic chroniclers. Her sublime courage and perfect simplicity are understandable. But whence came the military sagacity by which she divined the essential military rules of concentration, rapid movement, and tenacity in attack, or the political sagacity which told her just what would revive France's hopes and unity? The dark background of intrigue, selfishness, and treachery seems an added touch of fiction."



AMERICA HONORS "THE MAID OF FRANCE."

High dignitaries of the Catholic Church assembled before Joan's statue on Riverside Drive, New York, on the day of her canonization.

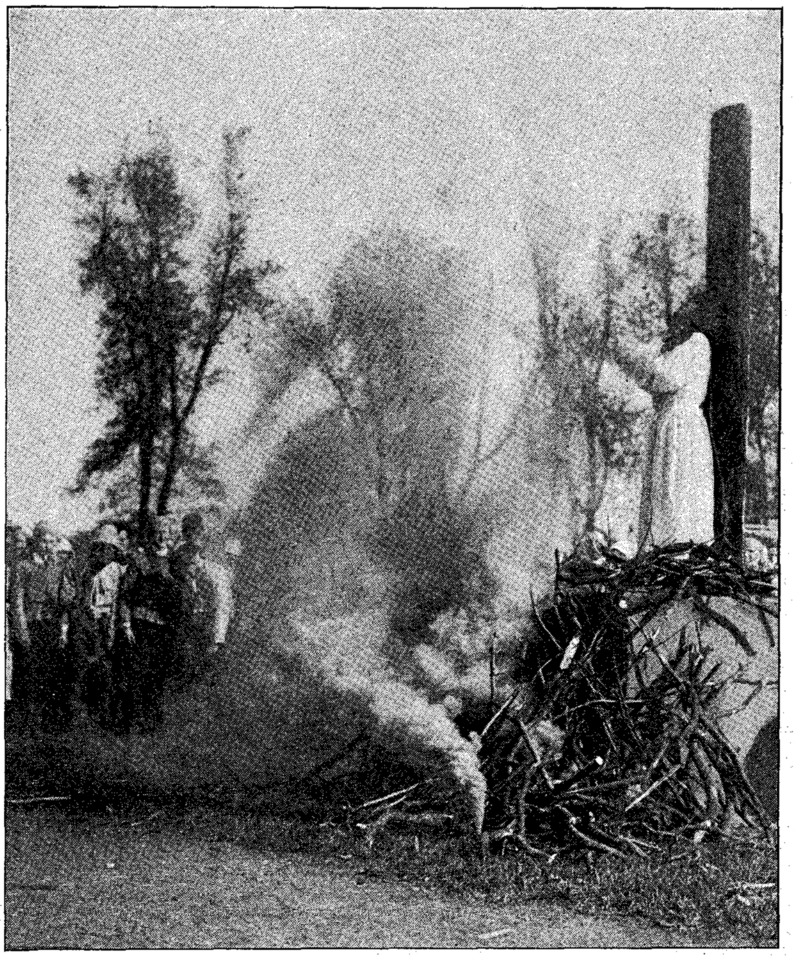
"The civil tribute has gone out ungrudgingly to Joan of Arc in all lands; to young and old in all civilized countries her saintly character and crowning sacrifice have become household words," remarks the Boston *Herald*, and it proceeds:

> "Michelet and Anatole France paid that tribute eloquently in her own tongue, and for the older Germany Schiller awarded it not less impressively in his 'Jungfrau von Orleans.' England, herself involved in the tragedy, asserted her later self in Southey's 'Joan of Arc' and in numerous appreciations by such writers as Andrew Lang, Douglas Murray, and Mrs. Oliphant; for estimates by American admirers read Mark Twain's historical novel and F. C. Lowell's account of the heroine. In most of these studies Joan found her natural setting in a crucial episode of French history; since the war broke she has been more than ever regarded as a symbol of the military valor and the heroism of France. And for Frenchmen, that she will always remain.

But there are signs of a larger view in which all may join without detriment to the tradition which has built itself up around her as religious enthusiast, as leader of armies, and as adviser of kings: the appeal is to our common humanity."

HOW THE Y. M. C. A. WILL SPEND ITS SURPLUS

THE QUESTION as to what the Y. M. C. A. did with the vast funds raised for war-purposes through popular subscription and what has become of the surplus is answered in its recently published report. The total funds placed in the hands of the War-Work Council for work among soldiers under the American flag and for soldiers under Allied flags as well, particularly the French and Italian, amounted to about $162,000,000. The outlay up to the close of 1919 was $129,000,000. The balance of nearly $33,000,000, we are told by *The Continent* (Presbyterian), "has constituted a difficult problem for the finance committee." The money could not be returned to the donors, and, since it was impossible to go on with the work for which it was expressly contributed, owing to the unexpectedly early ending of the war, it became the task of the administrators to settle upon such disposition as would seem best to meet the approval from supporters of the original program. As to how the problem was met we learn:



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COMMEMORATING JOAN'S MARTYRDOM.

One of the episodes in the pageant at Fordham University, New York City.

"The decision as published begins with the donation of $1,821,000 to the Federal Government for continuation of welfare work in Army and Navy up until July 1, when at the beginning of the Government's fiscal year the first Congressional appropriation for this purpose will become available. An additional sum of nearly a million is set aside to continue Y. M. C. A. work with the detachments of the Army still doing guard duty on the Rhine in Germany. Another lump of $5,000,000 is allotted to be spent in scholarships for former soldiers, sailors, and marines who wish education.

"It has also been determined to go on with Y. M. C. A. service to the Allied armies and to prisoners of war until peace conditions are fully restored, and $11,000,000 is allotted to this purpose. Out of a large unallotted surplus still remaining, it is proposed to retain for at least two years a reserve fund which the Y. M. C. A. will keep on hand for any other national emergency in which it regards itself able to serve the public interest. An interesting side item brought out by the audit is the fact that the operation of the canteens in France, where deficit was considered certain, showed an unexpected balance of $500,000, because the French and American governments remitted a lot of transportation charges. This sum has been donated to the American Legion."

HUMANIZING HEAVEN

PERHAPS MORE PEOPLE would like to go to heaven if they thought the place was really attractive, observes *The Churchman.* Conventional Christianity, this Episcopalian weekly reflects, may have erred in not making heaven human enough. It is for this reason, we are told, that the spiritualists' descriptions of a future life in which men can smoke their cigars and keep up other old habits have won the ear of "hard-headed persons who have been left cold by the Church's teaching concerning the resurrection and heaven." The writer thinks that it is quite possible "to have too many harps and too much hymn-singing in heaven." "Rows of saints kneeling in perpetual adoration do not, as a continuous occupation through eternity, appeal to most people." If that is the only heavenly task worth featuring, the editor of *The Churchman* thinks that the less said about it the better, "for people are not won by that kind of propaganda." He continues:

"Heaven to attract must be attractive. We confess that certain hymns and teachings about heaven have left much to be desired. Heaven must be presented as exceeding all that we can desire: it must not be painted as something which we can not imagine ourselves desiring.

"May it not be that here is the explanation why the Christian doctrine of immortality has not gript the imagination of the modern world? The Christian heaven must be made human. What men have found best and most satisfying here must be admitted to be at least a symbol of what they shall find there. Friendship and work, beauty and striving, bear the seal of the eternal. We want them in heaven. Without them we can not think of heaven as a happy place. 'Eyes have not seen nor ears heard'—that is St. Paul's way of stimulating curiosity in God's resourcefulness.

"In spite of the doctrine of the Incarnation, there has been always among Christians a tendency to make God, heaven, and the Church inhuman. To some people human matters are unhallowed. To drag our human interest into God's presence is to desecrate what is sacred.

"That is not a childish view, for children, if let alone, think of God as a very human person, and if let alone they would think of church as a very human place. But a certain mock seriousness, born of sentimentalism, soon robs them of this healthy, innocent instinct.

"More people, we believe, will want to go to church if they are taught to meet a human God there and to act like human beings in his presence, and more people will want to go to heaven, if heaven is described in the churches as a desirable place to live in. Let us dare to believe and trust that we shall have fun in heaven."

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CURRENT-POETRY

FROM the day that Daisy Ashford burst upon a startled world, it was to be expected that precocious children with literary gifts would be brought forward. The claims of Hilda Conkling to real poetic powers seem beyond dispute. At least, we have the asseveration of Miss Amy Lowell that the volume called "Poems by a Little Girl "(Frederick A. Stokes Company) is emphatically "the stuff and essence of poetry." Hilda Conkling, we are informed, is the daughter of Mrs. Grace Hazard Conkling, of Smith College, and is now between nine and ten years of age. "Hilda tells her poems, and the method of it is this: They come out in the course of conversation, and Mrs. Conkling is so often engaged in writing that there is nothing to be remarked if she scribbles absently while talking to the little girls. But this scribbling is really a complete draft of the poem. Occasionally Mrs. Conkling writes down the poem later from memory and reads it afterward to the child, who always remembers if it is not exactly in its original form. No line, no cadence, is altered from Hilda's version; the titles have been added for convenience, but they are merely obvious handles derived from the text." We quote a few for our readers to judge:

VELVETS

By a Bed of Pansies

By Hilda Conkling

This pansy has a thinking face
Like the yellow moon.
This one has a face with white blots;
I call him the clown.
Here goes one down the grass
With a pretty look of plumpness;
She is a little girl going to school
With her hands in the pockets of her pinafore.
Her name is Sue.
I like this one, in a bonnet,
Waiting,
Her eyes are so deep!
But these on the other side,
These that wear purple and blue,
They are the Velvets,
The king with his cloak,
The queen with her gown,
The prince with his feather.
These are dark and quiet
And stay alone.
I know you, Velvets,
Color of Dark,
Like the pine-tree on the hill
When stars shine!

"If any misguided schoolmistress had ever suggested that a poem should have rime and meter," says Miss Lowell, "this book would never have been told." The great majority of the poems are built upon cadences, "and the subtlety of this little girl's cadences is a delight to those who can hear them." Miss Lowell seems to find in Hilda Conkling a born advocate of her own theory of poetry:

RED ROOSTER

By Hilda Conkling

Red Rooster in your gray coop
O stately creature with tail-feathers red and blue,
Yellow and black,
You have a comb gay as a parade
On your head:
You have pearl trinkets
On your feet:
The short feathers smooth along your back
Are the dark color of wet rocks,
Or the rippled green of ships
When I look at their sides through water.
I don't know how you happened to be made
So proud, so foolish,
Wearing your coat of many colors,
Shouting all day long your crooked words,
Loud . . . sharp . . . not beautiful!

THE LONESOME GREEN APPLE

By Hilda Conkling

There was a little green apple
That had lasted over winter.
He had one leaf . . . . . .
In spite of that he was lonesome.
He wondered what he could do
When the blossoms were all around him,
But one day he saw something!
Petals were falling, faces were looking out,
Shapes like his were coming in the buds;
Then he said:
"If I hold on
There will be a tree-full,
And I shall know more than any of them!"

When Hilda grows up and is old enough to lecture on poetry, we wonder if she will have anything wiser or more humorous to say about it than here:

POEMS

By Hilda Conkling

See the fur coats go by!
The morning is like the inside of a snow-apple.
I will curl myself cushion-shape
On the window-seat;
I will read poems by snow-light.
If I can not understand them so,
I will turn them upside down
And read them by the red candles
Of garden brambles.

Flowers quite naturally form the subject of many of this child's poems, but as between the pansies and the dandelions, we see evidence that the imagination is at work on fundamental differences in these objects of childish interest:

DANDELION

By Hilda Conkling

O little soldier with the golden helmet,
What are you guarding on my lawn?
You with your green gun
And your yellow beard,
Why do you stand so stiff?
There is only the grass to fight!

The Yale Review is a constant purveyor of good poetry, but its April issue outdoes itself. Masefield, Drinkwater, Noyes, Nichols—almost the rosary of England's poetic contemporaries. Their contributions run to such unusual lengths, tho, that we fall back upon one of the two Americans, not as a protest against Anglophilism, tho, but because this one is the most poignant:

TO E. T.

By Robert Frost

I slumbered with your poems on my breast
Spread open as I dropt them half read through,
Like dove wings on a figure on a tomb
To see if, in a dream, they brought of you,

I might not have the chance I missed in life
Through some delay, and call you to your face
First soldier, and then poet, and then both,
Who died a soldier-poet of your race.

I meant, you meant, that nothing should remain
Unsaid between us, brother, and this remained—
And one thing more that was not then to say:
The Victory for what it lost and gained.

You went to meet the shell's embrace of fire
On Vimy Ridge; and when you fell that day
The war seemed over more for you than me,
But now for me than you—the other way.

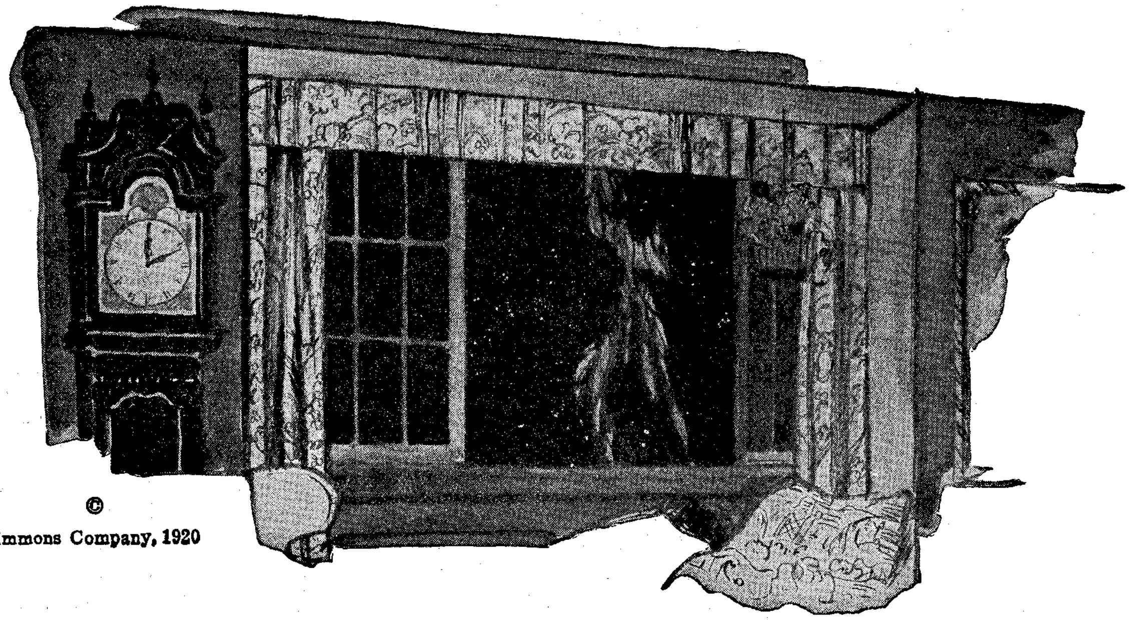
How over, tho, for even me who knew
The foe thrust back unsafe beyond the Rhine,
If I was not to speak of it to you
And see you pleased once more with words of mine?

The impressive pageant that passes by Methuselah in the following poem seems all to be imagined, as we ourselves, short of life; but tradition, of course, gives him many contemporaries almost matching him in longevity. Such truths are inconvenient when judging poetry and we prefer to see the ancient Hebrew folk as Mr. Lewis does in *The Yale Review:*

METHUSELAH

By Charlton M. Lewis

Grim watcher on a barren promontory
That stretched from Eden's confines toward the Flood,
He saw the surging of the generations
Sweep past him from the deep into the gulf,
To tower and crash and disappear in thunder.
At first their futile tumult only curled
To an ironic wonder his thin lip;
But gray years cast their weight of wisdom on him,
Leaving him bowed; and so the scorn was changed
In his proud heart to envy, love, and awe.
For still they passed, the generations passed,
Rearing their heads in the impetuous charge,
To live and die in one white glory—then
To slip back soundless, on the ocean floor,
To the unfathomed mercies of the deep.



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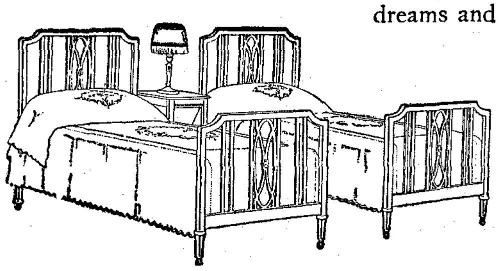

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NATIONAL CONVENTIONS

CONVENTIONS UNDER WAY—In the ordinary course the first action in a national convention, it was related in our issue of last week, is the fight of contesting delegates. Some States send opposing delegations with claims for recognition, and the National Committee decides cases as it seems best. Now, it is to be noted that when certain delegates have been refused recognition by the National Committee they may appeal to the credentials committee of the convention, which is made up of one delegate from each State. Then comes the fight in the credentials committee, which may indicate how the cat will jump, according to Mr. Gordon Lamont, who, in the New York *Evening Post*, calls attention to the fact that the credentials committee, on account of its organization, reflects convention sentiment to a remarkable degree. In case the credentials committee is made up of a different political sentiment from the National Committee, as sometimes happens, an interesting situation develops. The cases occasionally are not disposed of until they are presented in a report to the convention itself and a vote on the matter is taken. Here, again, is a way to test the sentiment of the convention, as these contests are nearly always decided along political lines. Then the convention-roll is drawn up, and this informant proceeds:

"While the National Committee and the credentials committee are working on the protesting delegations, the resolutions committee has been drafting a platform for adoption by the convention. This becomes the creed of the party in the campaign.

"The convention has the option of voting on the platform or nominating. If the platform is adopted and a machine slate is being proposed, this becomes another chance to see the sentiment of the convention. It is reasonably certain that the platform will agree with the ideas of the probable nominee. It has happened that the nominee overturned a previously adopted platform. This happened in 1904, when Parker sent to the Democratic Convention at St. Louis his famous 'gold telegram.'

"The convention is first called to order by the chairman of the National Committee, who then turns it over to the temporary chairman, who assumes control until the permanent organization committee makes its report.

"When the chairman announces, 'Gentlemen, the convention is now open for nominations for President of the United States,' the excitement begins. Due to its alphabetical advantages, Alabama, at the head of the roll, is in a strategic position. If Alabama delegates are interested in the selection of any one candidate they will yield to the State nominating that candidate. That is the cue for the chairman of that State delegation to present the man to make the nominating speech. He has already been selected, and there are two alternates ready to jump into the breach if anything should go wrong. He takes the platform, and at the mention of the candidate the professional applauders are in an uproar."

PEAK HOURS IN A CONVENTION—The applause may run an hour, we are told, while the entire crowd is becoming weary of the performance. It is perfectly mechanical and every one recognizes this, yet, as Mr. Lamont says, delegates seem to attach importance to it, and it will probably continue as long as there are conventions. It is one of the inexplicable things about conventions, and we read that—

"Professional cheer-leaders take the stage, flags are pulled out from under the coats of some delegations, and slogans are chanted by perspiring groups of enthusiasts. During the bellowing the press-stands are usually overrun by delegates in their insane frenzy. In the past newspaper men have been trampled on during these exciting moments; they have been kicked in the face and their watches on the desks in front of them smashed. This year the newspaper men have asked for police protection, and have been promised it.

"Suppose Alabama passes in case it has no candidate and in case it is not interested in the nomination of any one. The roll is called and the next States in line are called. This goes on until a nomination is made. After the first outburst of the first nomination the other nominations are made in the same manner, with the same confusion and excitement. If the applause for the first candidate has lasted one hour the managers for the next candidate try to keep it up for one hour and five minutes.

"After all the nominations are in comes the balloting. The roll is again called and the States cast their ballots in alphabetical order. It is very seldom that any candidate wins on the first ballot. There is scuffling back and forth between the managers, trading and making concessions. This is the real work of conventions. The second ballot is taken, and some candidate shows a gain; others show a loss. The canny manager may hold back some of his votes on the first ballot to show an impressive gain on the second ballot. Others are doing the same thing. The convention is watching with eagerness to see whether or not one man is showing a lead. Ballot after ballot is taken and the votes for the weak candidates are shifted to the credit of the stronger one. The delegates themselves are anxious to get on the band wagon. That is part of the psychology of the game.

"The skilled manager will be busy, out of sight, making promises and threats to bring unwilling delegates around to his candidate. The balloting may go on for several days. In 1912 Wilson did not win until the forty-sixth ballot after a neck-and-neck run with Champ Clark."

HOW THE CONVENTIONS ARE ORGANIZED—The time and place of the meeting of the National Nominating Convention of a party is fixt by the National Committee of that party some months before the date appointed. The meeting is called by the chairman of the National Committee, and from that moment the Presidential campaign can be said to be really under way. Much of the important business of selecting a candidate is done so completely within the inner walls of the party edifice that the public knows little and seemingly cares less about it. But a matter of obvious news interest that never fails to attract great public interest is the choice of a convention city. Some cities have a special interest in securing the convention, and they send delegates to appear before the National Committee in order to present their claims and attractions. In his volume on "Political Parties and Party Problems in the United States" (Putnam's), Mr. J. A. Woodburn recalls that in the early years of the century Baltimore came to be known as the "convention city." "This was because of its easy access, half-way between the North and the South, and because it was supposed not to be permeated too greatly either with Northern or with Southern influence. In later years Chicago has more often than any other city been chosen for national conventions. This is largely due to the fact that Chicago is so centrally located and in size and accommodation so well adapted to provide for the immense crowd of delegates and visitors that are drawn together at these quadrennial conventions." This year the National Convention of the Republican party meets at Chicago on June 7; and the National Convention of the Democratic party meets at San Francisco on June 28. This is the first time that San Francisco has acted the host to a national convention.

The shoes men are buying for summer comfort

Many new types for outing and everyday wear

AT THE seashore or in the mountains—on the street or at the tennis court—wherever you go this summer you will see Keds.

These light, springy canvas shoes are ideal for work or play in warm weather. Their elastic rubber soles put new life in your step. Their soft, pliable fabric makes them always cool and comfortable.

Keds are just the thing for games or any kind of summer wear. They allow the foot full freedom with just the right support. They always give a perfect grip, whether you are playing a fast set of tennis or standing on the smooth deck of a motor boat. It is because of these features that Keds are so popular for every vacation need.

Other types of Keds

Besides these standard types Keds are made in many special models for different purposes—high shoes and low shoes, with or without heels, in many weights, shapes, and colors. There are sturdy work shoes, light gymnasium shoes, and heavy reinforced models for hiking and rough service.

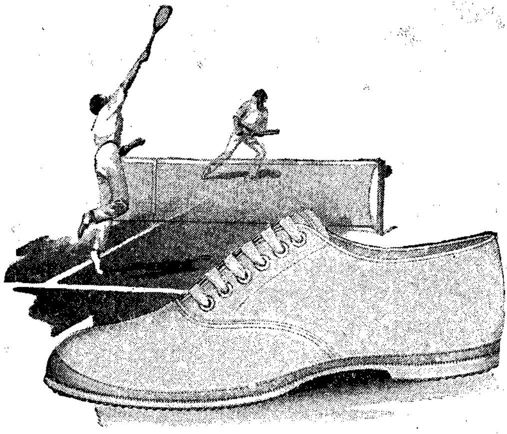
Some of the latest models are made just like leather shoes, with regular welt construction soles and firmly boxed toes. This means a more formal, dignified shoe—just the shoe you have needed to wear with your white flannels or Palm Beach suit.

With these additions, Keds are now a complete line of canvas summer shoes—ranging from the easy, less formal tennis shoe to the latest and most fashionable styles of footwear. Last year millions of pairs of Keds were worn by men, women, and children.

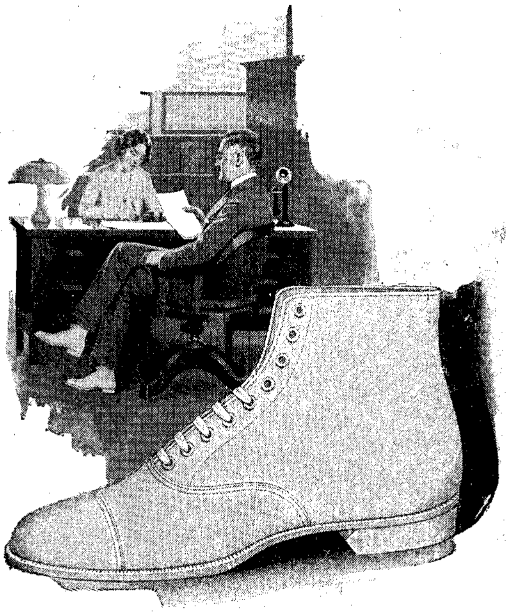
Keds are made only by the United States Rubber Company—the oldest and largest rubber organization in the world. You will find them at every good shoe store. Ask to see the various models—notice how wonderfully light, cool and comfortable they are.

Look for the name *Keds* on the sole.

For men and women	$1.50 — $7.00
For children	$1.15 — $4.50



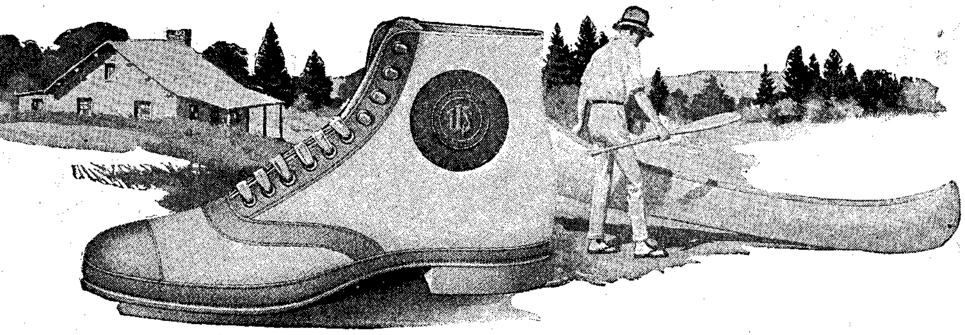
The standard shoes for tennis, boating and vacation wear. Made of light canvas, in high or low models—white or brown—with black, gray, or red rubber soles.



One of the smart special types for summer wear. Made of the finest white canvas—in high or Oxford models—with well construction soles which give all the style of leather shoes.

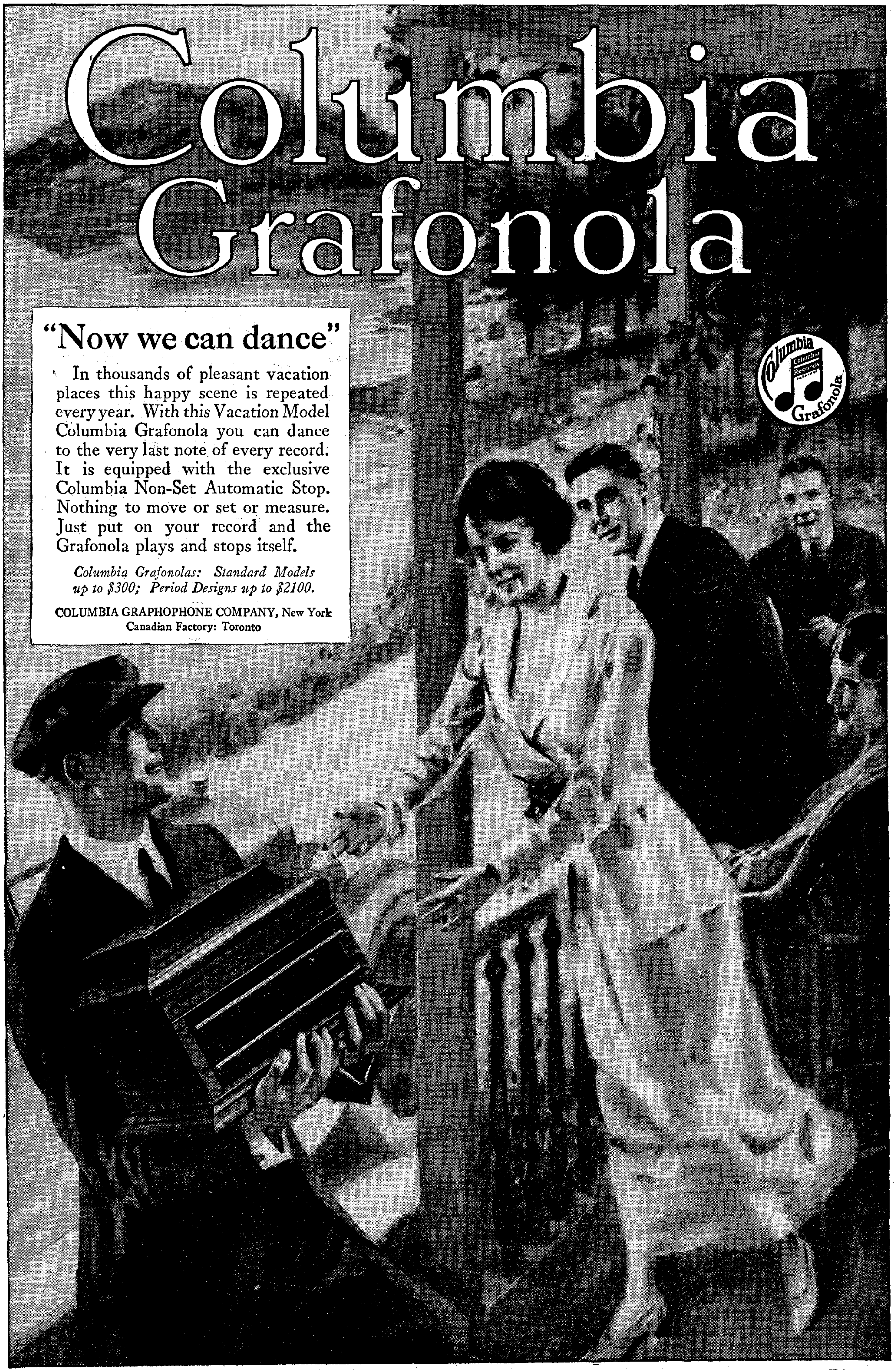
Keds

UNITED STATES RUBBER COMPANY
US
RUBBER SYSTEM
AND ASSOCIATED COMPANIES



Sturdy sport shoes—with or without heels. Made of heavy white or brown duck. Brown leather trimmings with ankle patch—red rubber soles and toe cap.

United States Rubber Company


Columbia
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Columbia Records
Columbia Grafonola

"Now we can dance"

In thousands of pleasant vacation places this happy scene is repeated every year. With this Vacation Model Columbia Grafonola you can dance to the very last note of every record. It is equipped with the exclusive Columbia Non-Set Automatic Stop. Nothing to move or set or measure. Just put on your record and the Grafonola plays and stops itself.

Columbia Grafonolas: Standard Models up to $300; Period Designs up to $2100.

COLUMBIA GRAPHOPHONE COMPANY, New York
Canadian Factory: Toronto

WORLD-WIDE - TRADE - FACTS

TRADE BETWEEN UNITED STATES AND MEXICO

THE TRADE OF THE UNITED STATES with Mexico has been "heading for" the $300,000,000 line in the fiscal year 1920, which ends June 30. Our trade with Mexico even during the disturbed period since the resignation of President Diaz in 1911 has shown remarkable gains. It totaled, says a statement by the National City Bank of New York, $115,000,000 in 1910; dropt to $110,000,000 in 1915; then, despite the continued disturbances since that date, advanced to $191,000,000 in 1917, $245,000,000 in 1918, and $278,000,000 in 1919, while the March figures, the latest received, indicated a total of over $300,000,000 in the fiscal year ending with June, 1920. Whether recent events in Mexico will prevent its reaching that high-water mark of $300,000,000 for the current fiscal year can not now be foretold. It is a fact, however, that the sales by the United States to our 15,000,000 neighbors in Mexico in the calendar year 1919 were more than to the 300,000,000 inhabitants of India or the 400,000,000 of China. Our imports from Mexico in the calendar year 1919 were $148,926,000; exports to Mexico $131,452,000.

What are the articles forming this large and rapidly increasing trade with our neighbors at the south, separated from the United States by only an imaginary line, or at the best a comparatively narrow stream of water? On the import side, sisal (a substitute for hemp), $40,000,000; crude petroleum $26,000,000; copper, $20,000,000; raw cotton, $10,000,000; hides, $10,000,000; coffee, $5,500,000; lead, $5,000,000; mahogany, india-rubber, and sundry other tropical products about $500,000 each. On the export side, manufactures form a very large percentage of the sales, including iron pipes over $7,000,000; cotton cloths, $6,500,000; flour, $5,600,000; sugar, $2,500,000; automobiles, $2,350,000; lard, $2,200,000; shoes, $2,000,000; lumber, $1,200,000; automobile tires, nearly $1,000,000; eggs, $787,000; dyestuffs, $715,000; canned salmon, $703,000; cotton-knit goods, $675,000; paper, $568,000; paraffin, $504,000; railway-cars, $497,000; cement, $495,000; plows, $481,000; galvanized iron, $464,000; steel rails, $461,000; typewriters, $422,000; and structural iron, $401,000, while the hundreds of other articles ranging below those above enumerated made a total of exports to Mexico in the calendar year 1919, to which the above figures relate, of $131,452,000 against $97,789,000 in the calendar year 1918.

Quite naturally the United States supplies a large proportion of the imports of Mexico, lying just alongside, as she does, and takes a corresponding proportion of her exports. Even prior to the war we were supplying about one-half of Mexico's imports, while our European friends were supplying the other half. With the circumstances of the war, their facilities for supplying the class of merchandise required by Mexico were naturally minimized, and as a result the United States is now supplying about 85 per cent. of the merchandise imported into Mexico and taking about 90 per cent. of her exports.

Still another reason for the large trade between Mexico and the United States lies in the fact that Mexico has a tropical or subtropical climate, while the climate of the United States is that of the temperate zone, and as a result the interchanges of tropical products on the one hand for temperate-zone products, and especially manufactures, on the other are very large. The United States now imports annually over $2,000,000,000 worth of tropical and subtropical products as against $350,000,000 worth in 1900, and the fact that Mexico is able to supply material of this character, which includes india-rubber, fibers, coffee, cacao, cotton, tobacco, sugar, and vegetable oils, makes the markets of the United States especially attractive to her producers, while the fact that a very large proportion of her imports are manufactures renders this country especially attractive to her buyers, particularly in view of the fact that the time required to obtain merchandise from the United States is naturally much less than that of goods ordered from Europe.

One further reason for the gains in recent years of our share in the trade of Mexico is presumably due to the very large and steadily increasing amount of American capital invested in that country, which before the war was estimated at over a billion dollars and was recently estimated by Senator Fall, of New Mexico, in a speech in the United States Senate, at $2,000,000,000, or far in excess of that from any other country.

LATEST FIGURES ON WORLD CURRENCY, NATIONAL DEBTS, AND INTEREST CHARGES

In an address before the Salesmanagers' Club of New York on April 30, Mr. O. P. Austin, statistician of the National City Bank of New York, presented the latest figures of world currency, national debts, interest charges, and other governmental expenditures, showing that the paper money of the world (exclusive of that issued by the Bolsheviki) had increased from about $7,000,000,000 at the beginning of the war to $40,000,000,000 at the date of the armistice, and $56,000,000,000 at the present time; also that the national debts of the world had grown from $40,000,000,000 in 1913 to $265,000,000,000 in 1920, while world credits, another form of inflation, had also enormously increased. Meantime the world's stock of gold available for currency has increased but about $2,000,000,000.

The ratio of gold to paper currency of the world, he said, which stood in 1913 at about 70 per cent., was at the close of the war 18 per cent., and at the present time approximately 12 per cent. Especially startling was the fact that while the increase in world paper had been $33,000,000,000 during the war period, the increase since the close of hostilities had been $16,000,000,000, or about one-half as much in the eighteen months of after-war peace as in the fifty-one months of actual war.

The world budgets are now approximately five times as much as before the war, and the annual interest charges on world national debts now over $9,000,000,000 per annum as against about $1,750,000,000 immediately preceding the war.

As to the effect of these conditions upon world prices, he declined to express his own opinion—altho he had one—saying that the duty of the statistician is to present figures and leave to others the expression of conclusions thereon. He quoted, however, liberally from many distinguished experts who, he said, had named inflation as the "most conspicuous" of the causes, and especially quoted from the present British Ambassador to the United States, Sir Auckland Geddes, who, in a recent address to the British Board of Trade, of which he was then President, exprest the belief that prices would show little recession until deflation could be accomplished, and that even after deflation they would still remain materially higher than before the war.

JAPAN INCREASES ITS BUYING OF IRON AND STEEL

(*The Wall Street Journal*)

Iron and steel buying in the United States by Japan has continued to increase even with the disappearance of war demand, contradicting the impression obtaining in some quarters that the return of peace would witness a decline in demand from that quarter.

Under the impetus given business in Japan by the war more and more iron and steel is required. In view of the fact that she produces a relatively small amount of these, important Japanese buying is expected.

The demand for steel rails, plates, sheets, structural iron, and steel pipe and tin plate in 1919 maintained the expansion that had characterized it in previous years.

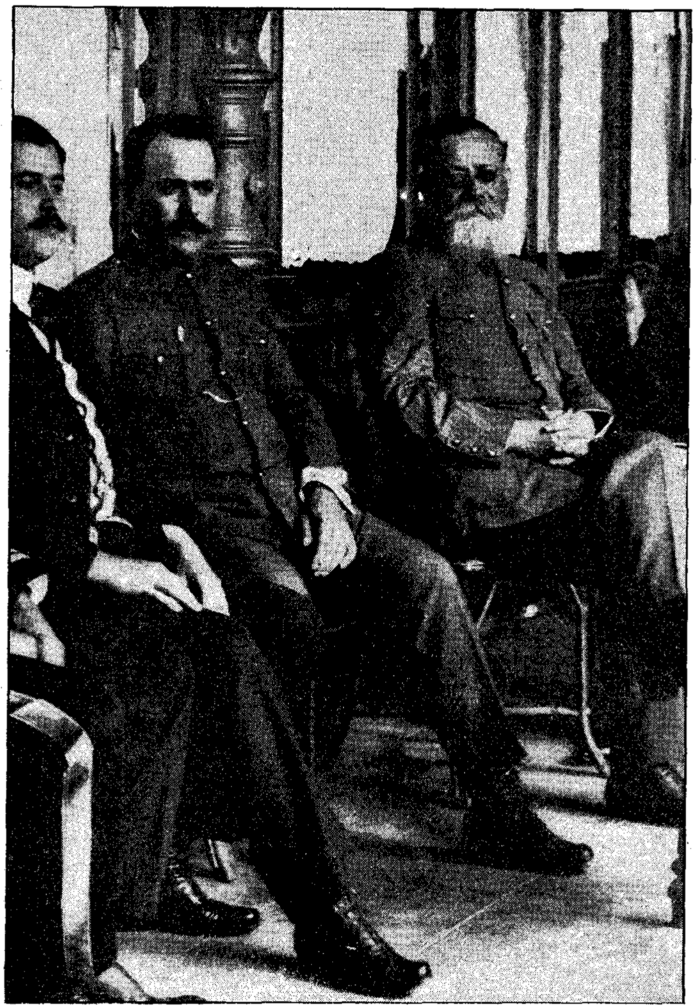
Official government data show the growth of Japan's iron and steel buying in the United States in recent years. It is:

	1919	*1918*	*1917*	*1916*
Wire nails, lbs........	36,324,064	39,362,292	26,386,606	56,007,096
Cast-iron pipe and fittings, lbs..........	2,715,786	24,075,465	10,924,122	11,589,750
Wrought pipes and fittings, lbs..........	57,926,988	47,173,025	43,169,006	23,752,116
Steel rails, gross tons...	152,997	81,243	75,113	2,97[illegible]
Gal. iron and steel sheets, lbs..........	13,313,507	5,337,953	9,882,089	4,628,607
Steel plates, lbs........	545,851,094	269,686,510	577,335,991	174,100,197
Steel sheets, lbs.......	85,385,782	120,642,862	81,460,078	12,934,539
Structural, gross tons...	49,920	24,197	35,514	24,405
Tin plates, lbs.........	101,837,517	82,080,957	48,986,444	54,230,362
Barbed wire, lbs.......	845,068	458,627	418,601	18,540,663
All other wire, lbs.....	59,582,379	67,450,924	51,724,222	47,773,438
Metal wkg. machinery.	$5,383,184	$4,047,172	$1,332,320	$801,449

PERSONAL GLIMPSES

OBREGON, CARRANZA, AND OTHERS IN THE MEXICAN MIX-UP

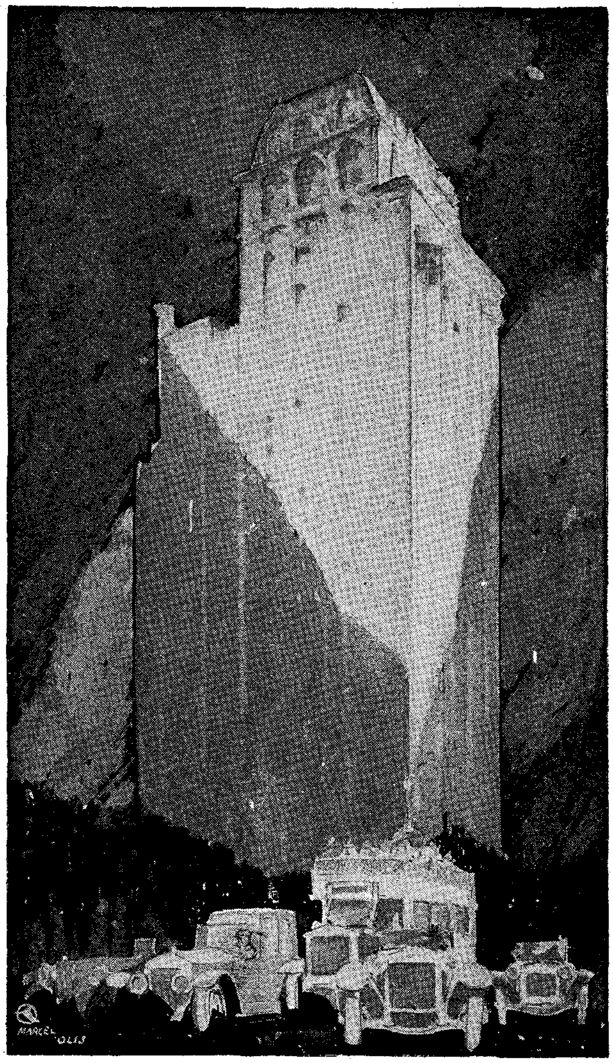
"I CAN'T STEAL so much or so fast with my one hand as the others with two, and that is why the people prefer me," General Obregon told Señor Blasco Ibáñez, the Spanish novelist, during the latter's visit to Mexico. The revolutionist prefaced this jocular explanation of his popularity with the observation that all of them down there are thieves, more or less, and that no doubt the Spaniard had heard gossip to the effect that the General was "a bit of a thief" himself. Of course, the novelist assured him that he never paid any attention to gossip, and then Obregon, who is "invincible in conversation," as Señor Ibáñez relates in the Chicago *Tribune*, went on to tell how he lost the hand and impaired his thieving ability. He said it was carried off by a shell in battle, and after his men had given him first aid, they began to look for the missing hand. It could not be found until one of them held up a ten-dollar gold piece, whereupon the hand, unable to resist the lure of gold, rose from the ground in the form of a sort of bird with five wings. But be the reasons for General Obregon's popularity in Mexico what they may, it seems that his is the one figure that stands out beyond all others in the chaos existing in that hectic country to-day. If the Mexicans at this moment have any particular "national hero" Obregon is "it." Not only has he successfully engineered the revolution against the unpopular Carranza, whose forces he commanded until the break between them in 1916, but he is the man who apparently is counted on by most Mexicans and also by well-informed Americans as the one best able to hold the mercurial elements of Mexico together and bring some semblance of order into the country. Ten military leaders of importance are said to be gathered around him. Unfortunately for the prospects of the dove of peace in Mexico, however, most of these leaders, we are told, are possest of various divergent ambitions of their own. One of the most powerful of them is Gen. Pablo Gonzales, who is out for the same prize as Obregon—the Presidency. Gonzales held high rank under Carranza, and it was understood that at one time he was the latter's choice for the Presidency. Apparently, Carranza was playing Gonzales against Obregon, the general opinion in Mexico at the time, it seems, being that in all probability the wily First Chief had in mind to doublecross both of them so he could remain in the saddle himself. Considering the short-circuit manner in which things happen in Mexico, it is hopeless to predict who will eventually take the lead in conducting the next governmental experiment in that country, but in any event General Obregon seems to be on top now, and his present prominence has given him a large amount of space in the American newspapers, where he and his exploits have been discust with much wealth of detail. Like all Mexican leaders, he has had a picturesque career. According to Señor Ibáñez, he is not of the movie type of Mexican hero, however—copper-colored, with slanting eyes and thick, stiff, black hair. He is so white that it is hard to believe he has a single drop of Indian blood in his veins, tho such is said to be the case. "But he is such a character!" exclaims the novelist, stating further that "Obregon is a man who is always trying to amaze his hearer," which proclivity probably explains his remarks in reference to his one-armed condition. Obregon is now about forty years old, a medium-sized, stockily built man of swarthy complexion. "He has a strong and exuberant constitution, and you can see at once that the man is brimming over with vitality," says Señor Ibáñez. The General comes of a family of small landowners and was himself a rancher and storekeeper in Sonora until Madero started the revolution that ousted Diaz from power, when Obregon joined in the rebellion as a military leader. A brief account of his career since that time is given in the Los Angeles *Daily Times:*



BEFORE ALL FRIENDSHIP CEASED.

And yet even in this photograph, taken some years ago, Obregon (at the left) and Carranza seem to be shying away from each other a trifle; and Obregon's expression seems to indicate some deeply serious thoughts.

> When Huerta came into power, Obregon soon was at the head of the rebels in Sonora, and in August, 1913, was made commander-in-chief of the Sonora Constitutionalists—the people who later placed Carranza in power.
>
> In the same month, also, was announced his engagement to Señorita Maria Tapia, daughter of a wealthy Sonora rancher and at one time a resident of Los Angeles. Obregon was then a widower with two small children.
>
> Fighting with the Constitutionalist force, he was by July of 1914 the commander-in-chief of the division of the northwest and was reporting to Carranza, who had then his position of dominance among the factions opposed to Huerta, the dictator.
>
> In August, 1914, Obregon made the first of the triumphal entries into the city of Mexico that in a sense have become a sort of habit with him. At the head of a considerable army he occupied the capital, issued an order that any disturber of the peace should be summarily executed, and held the city free of drunkenness and disorder. Carranza entered a few days later.
>
> The Villa revolution assumed serious proportions late that



TODAY there stirs a new Life; a tireless energy born of Fire and Action; a tremendous, ever-moving Power; the World's Coachman, Teamster, Freighter.

And at its heart—a spark plug—Fyrac.

Durable

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Export Department, Werner & Butts, 336 Whitehall Building, New York, U. S. A.
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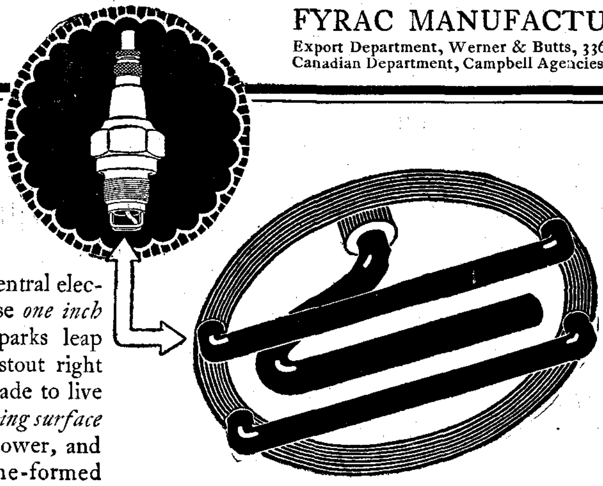


ONE
INCH
FIRING
SURFACE

This shows the central electrode, from whose *one inch firing surface* sparks leap the gap to the stout right and left wires, made to live long. *One inch firing surface* insures reliable power, and prevents gasoline-formed carbon.

FYRAC
Spark PLUGS

year, 1914, with Obregon the commander-in-chief of all the Carranza forces and organizing the resistance to Pancho and others. In November, 1914, because of the revolution, Obregon assumed supreme control of the capital and the Federal district, and administered them under a sort of martial law.

At the beginning of 1915 he declined to join the Gutierrez revolt against Carranza, and January 28 of that year, while Garza was Provisional President and Zapatista troops were in the City of Mexico, Obregon again entered, at the head of a Carranza army, and the Zapata followers retired without resistance.

Throughout 1915 Obregon remained the Carranza commander-in-chief, with power and prestige that continually gave rise to reports that he would seize the government of Mexico whenever opportunity arose.

This dominant military position he still held March 2, 1916, when he was married to Señorita Tapia at Hermosillo.

During the northern campaigning against Villa in that year Obregon won the unique distinction of having defeated the rebel leader in battle.

The Carranza Government made him a major-general, and, March 13, 1916, he was appointed Minister of War in Carranza's Cabinet.

The break between Obregon and Carranza followed swiftly after published announcements in July, 1916, that Obregon would be a candidate for the Presidency in elections then slated to be held in the fall. First it was reported that Carranza would support him. Then came rumors that Obregon was plotting with the Germans. Talk of strained relations with Carranza also persisted, and, March 13, 1917, Obregon from the north wired his resignation as Minister of War. It was accepted by Carranza May 8. Obregon declared he was retiring because of poor health, and asked that he be taken from the active list of generals.

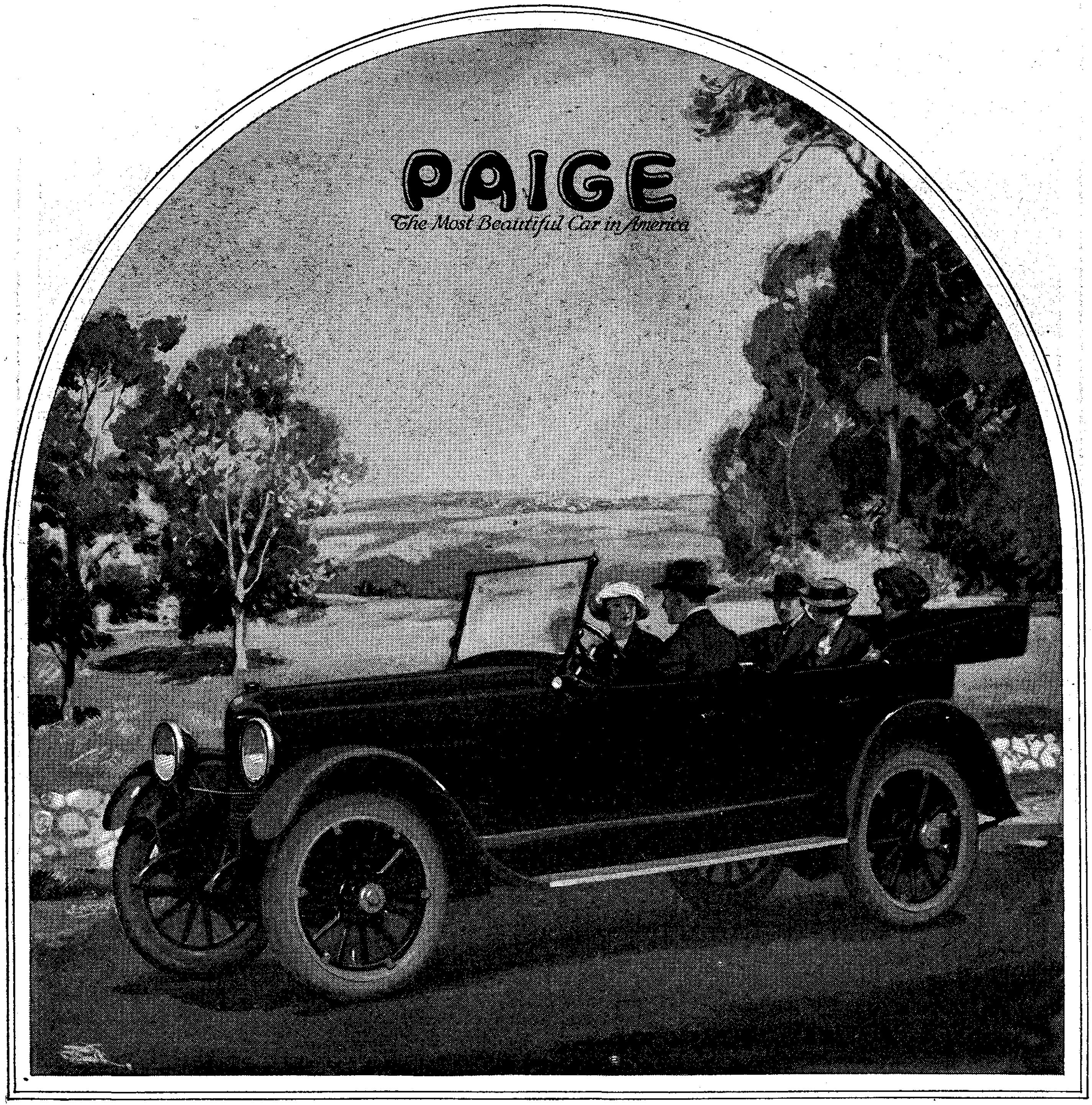
In September of that year he arrived in Los Angeles and remained a week—the week during which it is asserted the seeds that grew into the overthrow of Carranza were planted.

Diverting as is what Señor Ibáñez has to say about Obregon, his remarks about Venustiano Carranza and his rule in Mexico are none the less so. Among other things, he relates that when Don Venustiano received a visitor he instinctively backed his chair against the nearest window so he could be in semidarkness himself while the visitor would be exposed to the light. This tendency to concealment, he goes on, was once remarked upon by "General" Pancho Villa, who is quoted as having exclaimed on one occasion that Carranza didn't wear his light-blue spectacles because his sight was bad, but "to shade his eyes and hide his thoughts better." Commentators on Carranza and his administration have more than once referred to the character of his immediate advisers, especially their youth. It has been said he surrounded himself with young men because these would do what he told them. Señor Ibáñez writes that "the respectable Don Venustiano, with his white beard and light-blue spectacles, looked like the head master of a boarding-school for boys. Generals of twenty-seven and grave Ministers of twenty-nine or thirty followed with veneration and gratitude the old First Chief." We read further:

> In reality, one of these youths was the real ruler of the Mexican Republic during the last few years, the real power behind the throne, Juan Barragan, a general twenty-seven years old, the chief of Carranza's staff.
>
> Those who had a petition to make would immediately think, "I shall have to see Juanito Barragan about this."
>
> On account of his youth and amiable character everybody spoke of Barragan as Juanito ("Johnny") Barragan. A simple law student and the son of a well-to-do family, he followed Don Venustiano when the latter rose against Huerta. President Carranza always showed a certain weakness for this youth, who accompanied him everywhere as a beautiful and decorative adjunct to the Presidential entourage.
>
> It has been recently stated that Barragan was executed by the revolutionaries of Mexico after Carranza's flight. I hope the rumor is not true. Why kill him? He was the Apollo of the revolution. Tall, handsome, arrogant, despite his childlike features the girls of Mexico consider him the best-looking man in the republic; in fact, in the entire world. He was almost a national glory and received honors accordingly. With the bright blue of his uniform and his gold braid he was a dazzling sight. He seemed to have just stept out of a toy-box, freshly varnished. He bought himself a new uniform every week. Twenty-seven years of age, fine health, an amiable character, and the master of Mexico!
>
> His enemies said that he owned a whole row of houses in the principal avenue of Mexico City. Impossible! He could not have had any money left for such investments after throwing it away by the handful as he did. During the last few years it has been a fine business for singers and actresses to go to Mexico! Thanks to the amiable chief of staff, an actress could visit Mexico and return to her native land with savings amounting to one or two hundred thousand dollars. . . . He received all petitioners with a bountiful generosity, as tho he would die rather than fail to serve them. He never said no to any one. He was capable of surrendering Don Venustiano's head if he was asked for it with real insistence. And Carranza, plain in dress, grave in appearance, a man of strict morals and clean life, when he observed the elegant uniform and the gold braid of his chief of staff, seemed to rejoice as tho he were contemplating his own image in a looking-glass. On other occasions, when the President would hear of Barragan's successes with the ladies, he would smile with the delight of a kindly grandfather.
>
> I left Mexico City without bidding adieu to the Apollo of the revolution. His Excellency Gen. Don Juan Barragan was spending whole days with the telephone-receiver at his ear, giving orders, with his eyes fixt on the map of Mexico. The followers of Obregon had already taken the field, and "the handsomest Mexican," as the marriageable *señoritas* and visiting actresses say, had just assumed the duties of a strategist and was busy directing the movements of the Federal troops.
>
> Poor and amiable boy! I can see now why the Carranza régime collapsed so readily.

Carranza's downfall, in harmony with ancient Mexican tradition, was due to his attempt to name his successor. Señor Ibáñez throws some light on the former President's ideas as to who should succeed him. It is explained that he wanted his successor to be a civilian and not a militarist, a "man of modern views and progressive ideas." While Carranza's ideal was splendid, it seems he was unfortunate in his choice of a man when he picked out Señor Bonillas. The President's critics said he had launched the latter's candidacy for the mere purpose of irritating Obregon, who would cause a war, and thus give Carranza an excuse to call off the elections and stay in the Presidency indefinitely. To quote Señor Ibáñez:

> I believe that Carranza really wanted Bonillas to succeed him, but I can not refrain from judging that in this Don Venustiano rendered his protégé a very poor service.
>
> Of all the personages who figure in this last Mexican revolution, Bonillas is the man who inspires my deepest sympathy on account of his misfortune. His rôle has been that of certain good tho simple-minded characters of the comedy who inevitably pay for the faults of others, and who, despite their reluctance to get mixed up in quarrels, receive all the blows.
>
> Why did they not leave him alone? He was living so peacefully in Washington as the diplomatic representative of Mexico! His post seemed destined to become perpetual. If Obregon were to succeed Carranza the General would surely keep Bonillas as American Ambassador, because they are both from Sonora and have been friends since their childhood. No matter who might be elected President, Bonillas would be kept in his post, respected as a good man who serves his country the best he knows how, and who, residing abroad, could hold completely aloof from all domestic political quarrels.
>
> But, alas! Don Venustiano conceived the unhappy idea of selecting Bonillas as his successor and of stirring the Ambassador's ambition, dragging him away from the sweet environment of his family and the noble tranquillity of Washington.
>
> Ten months ago the Mexicans were unaware of the existence of Bonillas. A few knew that a gentleman by that name lived in the capital of the United States, and they even suspected that he had done great things for Mexico, altho they were not quite sure what these things were.
>
> And lo! all of a sudden the Government launches the name of this man—a name that arouses no echo in public opinion—as if Bonillas were a providential personage, destined to save the country.
>
> The people of Mexico City have a keen sense of humor and show a veritable genius for inventing nicknames. Moreover, the Spanish *zarzuela* companies, the experts in light and comic opera, play a great deal in the theaters of the Mexican capital, so that the public of that city has acquired the same keenness for repartee which characterizes the people of the popular quarters of Madrid.
>
> Among the songs written for the *zarzuela* theaters of Madrid there is one which has become extremely popular and is sung in all the theaters and music-halls of the Spanish-American countries. The song tells the story of a poor shepherd-girl who



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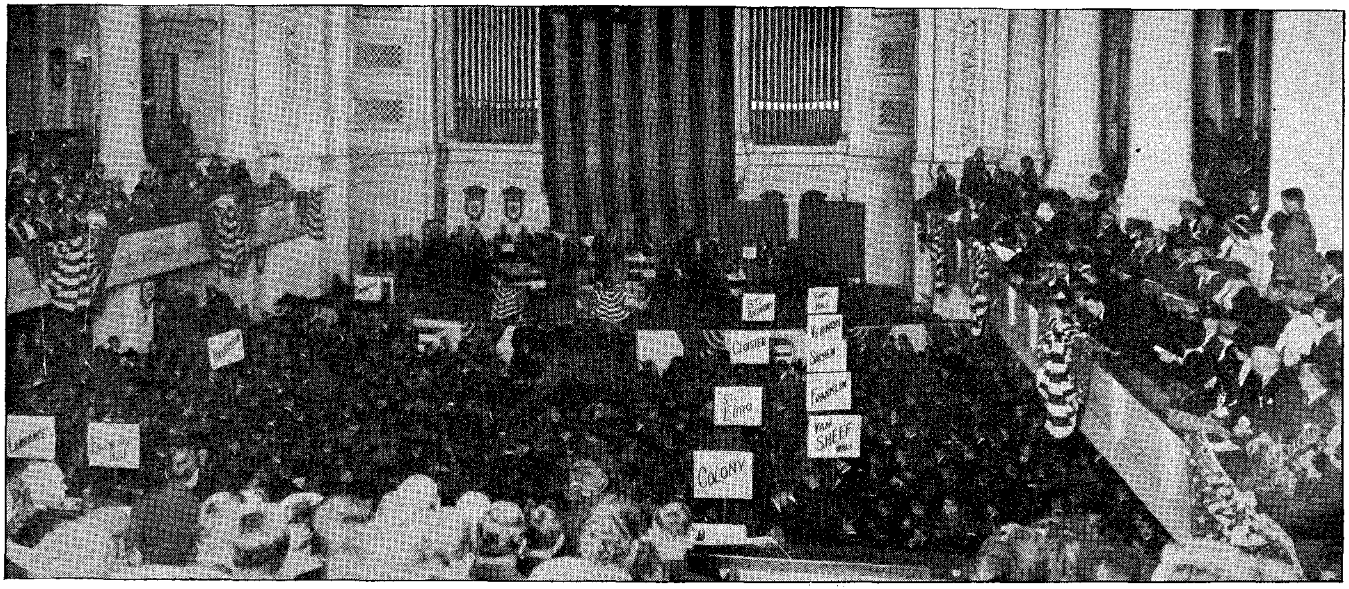

TWENTY-EIGHT YALE "STATES" IN CONVENTION ASSEMBLED.

The gathering was conducted, down to the smallest details, on the order of a Republican National Convention, and a good time was enjoyed by all—especially by the Hooverites, whose candidate received the nomination.

has been abandoned and wanders over the face of the earth, not knowing where she was born nor who her parents were. She knows nothing about herself except her nickname, which is *Flor de Te*, or "Tea Flower."

The malicious people of Mexico City immediately christened the Carranza candidate who had come from foreign parts, the candidate who came nobody knew whence and who was going no one knew whither.

Viva Bonillas! Viva Flor de Te! (Hurrah for Bonillas! Hurrah for "Tea Flower"!)

And from that moment everybody lost respect for Don Venustiano's whiskers and for the terrifying face he put on when he was in bad humor.

As everybody knows, during the time Carranza was President he had many brushes with the United States over one thing or another. The Wilson Administration, evincing friendliness and even confidence in his promises to bring peace to Mexico, recognized his authority early in 1915, but in spite of this he never showed himself friendly to this country. For several months a Senate Committee has been investigating the Mexican situation, whose chairman, Senator Albert B. Fall, of New Mexico, is quoted in the New York *Tribune* by Carter Field as follows regarding the assassinated Mexican executive:

> Carranza should never have been recognized. There was never any reason for Carranza, except the will of the United States Government. Carranza was opposed by the unanimous opinion of every man, woman, and child in Mexico except his own office-holders. There was never a more unanimous movement in history than the one which put Carranza out.
>
> Carranza's longer tenure of office was made impossible because the people could no longer stand the banditry, both legalized and outside the pale of administrative authority. This banditry was the chief characteristic of the Carranza régime. The so-called soldiers and generals of Carranza consumed $65,000,000 a year out of a total government revenue of $85,000,000.
>
> I shall give just one instance, the facts of which were obtained by this committee in secret session. As long as Carranza was in power publication of the story might have had tragic consequences. There was an American ranch-owner in the state of Vera Cruz who had an income in products of about $100,000 a year. It was seized and the Americans driven off. This Government protested, and Carranza, after some delay, informed the State Department that he had referred the whole question to his Minister of Foreign Affairs, Aguilar. It was three years from the time the property was seized until it was restored to its owner, stript of the modern farming machinery, horses, mules, and every sort of property which could be carried off, with the crops produced in the three years sold and the proceeds pocketed, and most of the buildings wrecked.
>
> Certain of the property was recognized in a sale at New Orleans and attached, following which there was a suit in court in which it was disclosed that the persons represented by those selling the property was Aguilar himself, the very person, according to the reports by Carranza to the American State Department, who had been assigned to investigate the outrage. Of course, everybody in Mexico realized all the time that Carranza's agents were themselves plundering this property and all Mexico laughed at Carranza's notes to this Government assuring it of an investigation.
>
> I do not know that Carranza piled up a fortune anywhere, tho if he did not he failed to follow the example of his followers, generals, and office-holders, and there are plenty of reports that he die, tho I have never investigated them. It is interesting to note, however, that while the railroads of Mexico have taken in a revenue in the last few years never before exceeded, not a dollar has been paid on their indebtedness or the interest on that debt, no new construction has been made, except a line of about forty miles to a ranch owned by Carranza in Coahuila, and the property has been allowed to run down frightfully.

A "NATIONAL" CONVENTION WITH COLLEGE TRIMMINGS, AS STAGED AT YALE

REPRESENTATIVES FROM EVERY STATE in the Union were present in the roped-off arenas, a "full brass band" blared, colors waved, a National Committee, Committees on Organization, Finance, Credentials, Returns, and Publicity were violently on the job—in fact, all the glories that distinguish National Conventions, and some that usually don't, were in evidence when the Republicans of Yale University nominated Herbert Hoover, on the third ballot, as their candidate for the next President of the United States. "It is significant politically," comments *The Yale Daily News*, which backed the convention, in conjunction with the Yale Republican Club, and argues for its genuine significance in this most mixed Presidential year, "that in nominating Mr. Herbert Hoover the university alined itself with Harvard, Princeton, Cornell, Vassar, and many other institutions in which straw votes have been taken. But what is infinitely more important, three thousand persons—delegates and spectators—were shown how a national convention functions; Yale undergraduates put across the most ambitious feat of the sort ever attempted; and the undergraduates' political interest and intelligence, of which so much has been said of late, received a climactic vindication."

For convention purposes, the university was divided into twenty-eight "States," representing as many dormitories and divisions of the university, each headed by a "State chairman" who in turn appointed "county chairmen," each of whom surrounded himself by a suitable number of henchmen and political machinists. Torchlight processions and oceans of oratory preceded the convention. There was throughout a certain amount

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of fun and college lampooning inseparable from such an occasion, but basically a serious attempt was made to bring out and express the university's political attitude. One indication of this is a large display "ad," which appeared in *The Yale Daily News,* demanding "Why vote for Wood at the Yale Convention?" and replying succinctly:

1. *Because he has proved his executive ability.*
2. *Because he has proved his business ability in Cuba.*
3. *Because, tho a soldier, he is not a "military candidate."*

AND

BECAUSE HE WILL SEE THAT THINGS ARE DONE RIGHT

The Hooverites responded by buying twice as much space, and announcing in letters twice as large and black:

Yale Will Nominate Hoover

THE CONVENTION TO-NIGHT WILL BE AN ANNOUNCEMENT TO THE NATION OF YALE'S VIEWS ON THE PRESIDENTIAL CONTEST. WE FEEL CONFIDENT, THEREFORE, THAT NEITHER A RADICAL NOR A REACTIONARY CAN BE NOMINATED.

HERBERT HOOVER

IS THE PERSONIFICATION OF YALE'S POLITICAL IDEAS. THERE CAN BE NO DOUBT OF THE RESULT.

HOOVER CLUB OF YALE

As for the convention itself, some member of the news staff takes pen in hand to expatiate as follows:

Amid the enthusiastic cheers of two thousand delegates and before the eyes of a thousand interested spectators, Herbert Hoover was nominated on the third ballot by the Republicans of Yale as their candidate for the Presidency of the United States of America at the Republican National Convention in Woolsey Hall last night.

Delegates of the United States of Yale marched into the hall at seven o'clock singing Yale songs to the accompaniment of a full brass band. They came in such numbers that the main floor of Woolsey was soon filled to capacity and extra chairs had to be procured. An air of intense excitement pervaded the auditorium as the supporters of Hoover, Wood, Lowden, and Johnson loudly gave voice to their preferences or quietly attempted to swing doubtful delegates. Decorated with the national colors and placarded with signs showing the seating of the delegations according to Yale States, the convention was an accurate replica of the Republican Convention in Chicago. Seated on the platform were the chairman and the members of the various committees, as well as the band which played selections of Yale, patriotic, and popular songs while the votes were being counted.

The totals of the three ballots were as follows:

First ballot—Hoover, 1,179; Wood, 968; Lowden, 173; Johnson, 153.

Second ballot—Hoover, 1,397; Wood, 1,025; Johnson, 51.

Third ballot—Hoover, 1,447; Wood, 1,026.

When the delegates had assembled and the strains of the "Star-Spangled Banner" had died away, Temporary Chairman Depew, a nephew of Chauncey Depew, called the convention to order and made a short speech explaining the machinery of the affair. He then resigned the chair. D. P. Welles, 1920 S., moved that H. R. Luce, 1920, be made permanent chairman, which motion was carried without opposition.

K. A. Wood, 1919, was then called on for the key-note speech of the convention. This was interrupted by frequent cheers at the allusions to the need for the Republican party to nominate a man to deliver us from the present régime of "Inefficiency Experts." The speech follows:

"Republicans of the United Yale States: We are not here simply to nominate a man for the Republican party—we are here to select the next President of the United States. The great people of our glorious country are sick nigh unto death from the folly of the present corps of inefficiency experts holding forth at the Capitol.

"The Republican party stands like the light in the dark forest, and, putting aside personal feeling, we must select the man best suited to the needs of the country. We are fortunate in having so many men of undoubted courage and ability. The party of Abraham Lincoln and Theodore Roosevelt must once more point out the man of the hour. The Republican party wants no man who puts self above party, because such a man would put his own welfare above the welfare of our glorious nation.

"We owe a great debt of gratitude to Henry Cabot Lodge and other Republican leaders who refused to allow Mr. Wilson to decide that the medicine Europe wanted us to take should be forced down our throats by the Administrative spoon. The Lodge reservations are our insurance. The position taken by the Administration throughout the Peace Conference and its reception by the Senate has been deplorable. The attitude of 'You play our rules or we don't play at all,' as shown by the Administration is in direct violation of the Constitution of the United States, which states that 'treaties are made with the advice and consent of the Senate.'

"We shall pass lightly over the name of Burleson. It merely conjures up in the mind an image of a fly that gets stuck on a piece of fly-paper. The more it tries to extricate itself, the more it messes up the paper. The Republican party insists on the complete suppression of all disorder and anarchy. It is determined to discover and reveal the friction between capital and labor. The people of the United States have been taxed to death, and the Republicans demand a new method of taxation which will take us away from the doors of the poorhouse.

"I therefore call on the Republicans of Yale to place before the world in nomination the name of the man who can rescue us from the present demoralized state of the country and guide us with safety through the next four years."

The convention was thrown open to nominations, and speeches were made by S. Insull, Jr., 1921 S., for Lowden; G. G. Depew, 1919, for Hoover; W. D. Whitney, 1920, for Johnson, and J. E. Neville, 1921, for Wood. S. Insull's speech is reported as follows:

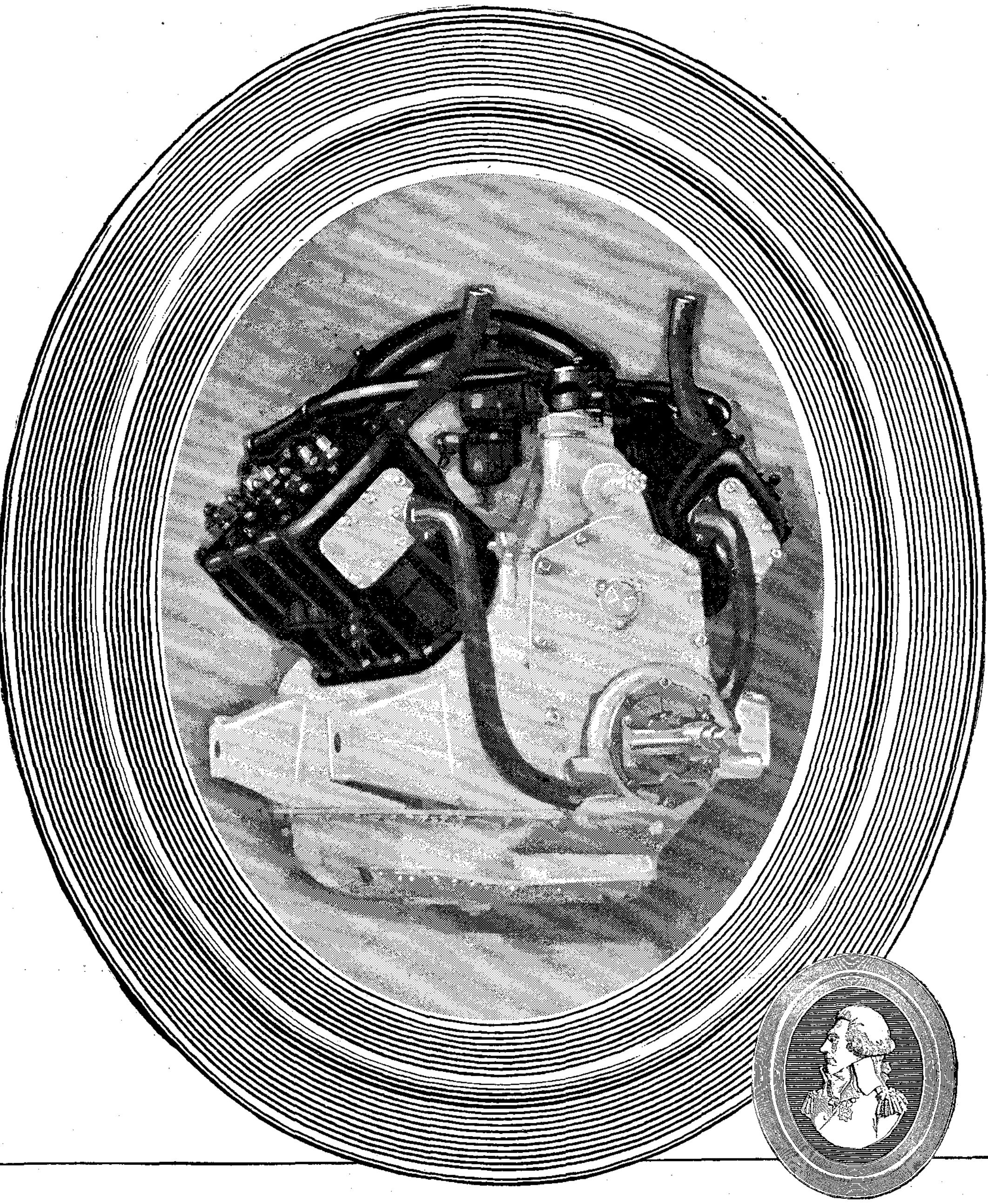
"Gentlemen of the Yale Republican Convention: In opening the nominations I shall do my best not to speak of the other candidates, as I would not detract from the good men in nominating the best. Gentlemen, I am speaking of a man, a Republican of the old stock, a man born in the atmosphere of the old frontier in Minnesota, Frank O. Lowden. When he was but a child his family moved south on to the broad plains of Iowa, and there, realizing the full value of a college education, he worked his way through the Iowa College. From there Lowden went to Chicago, where he took up the practise of law, and through diligent and endless labor, in the heart of this great, broad land, he became Governor of Illinois in 1916. Here he coordinated many jarring but loyal factions, preparing his State for its great work in the world-war, which conclusively shows his ability to apply his knowledge gathered from years of practical experience.

"Permit me to digress for a moment, to consider the objections I have heard concerning Lowden. It is said that Lowden is unknown, that he is a man of the people. As Lincoln, perhaps he is unknown in Europe; as Lincoln, perhaps he is a man of the people: but who raised such comment when Lincoln was a candidate? In mentioning our Civil War hero, I am disclaiming any comparison of a man still to be made with a man of the ages.

"Frank O. Lowden, gentlemen, stands first for Americanization, and second for the Republican party."

After the laughter and applause which greeted the speech nominating Lowden had subsided, G. G. Depew took the floor with his speech for Hoover. His speech follows:

"An extraordinary situation demands an extraordinary individual. The Presidency has become an international office. The world is a seething pot of unrest. Europe stands on the verge of chaos due to the lack of world leadership. America is on the verge of an industrial upheaval for want of guiding principles. The civilized nations are looking to the United States for a solution of the problem. The people of this great nation are looking to the Republican party for a nominee that represents their practical idealism. There is only one man who stands head and shoulders above all the rest and who has the international outlook and the internal grasp capable of confronting these conditions. He represents as no other the universal hope of mankind. He is the man Wilson tried to be. Americanism can never be synonymous with selfishness. An occasion such as this demands that we arise to it. We have one man that we can nominate with genius of executive ability, with an understanding of the needs of the hour possest by no other. Let us not allow partizan prejudice and sectional bias to rob us of this God-given opportunity. Let us announce to the



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WHAT a wonderful engine!

Not one unneeded bolt nor unessential ounce of weight.

Delivering tremendous torque, over an unexampled range of engine speeds, it summons more than ninety horsepower to its purpose.

Yet simplicity runs through it like a theme.

The power travels in a straight line from crankshaft to differential pinion gear.

There is but one universal joint and it is automatically lubricated from the transmission.

Like the oil-pump, the water-pump drives on the crankshaft, eliminating all gears and attendant auxiliaries.

The crankshaft of hollowed chrome-nickel steel has five bearings to insure rigidity and strength at speed.

As in the engine, so throughout the car; in every part as in the whole the discerning mind will read consummate engineering, and so reading, rank LAFAYETTE high, among the finest motor cars of all the world.

LAFAYETTE MOTORS COMPANY at *Mars Hill* INDIANAPOLIS world to-morrow that we have nominated the only man who is the personification of these great ideals, Herbert Hoover."

The nomination of Mr. Hoover showed, in the opinion of some of his university supporters, that Yale joins the other colleges in favoring neither a pronounced radical nor a pronounced conservative. The radicals, at least, came in for some typical collegiate lampooning at the hands of the Yale delegates. At one point four students disguised as "bearded ruffians," made a burlesque attempt "to stampede the convention into Socialism." These announced "supporters of Debs," having forced their way into the hall, proceeded to raise a commotion and display a placard on which were inscribed the words: "Debs for President. Free love, free beer, no work." An efficient convention committee of "official bouncers" threw the burlesquers out amid general jollity. In a spirit perhaps slightly resembling this, the student who presented the name of Hiram Johnson "wore a complete politician's outfit, with campaign hat, wing collar, white necktie, and tail-coat." His speech, however, may surpass his attire in points of appeal to serious-minded Johnsonites. He said:

"I propose to place before the convention the name of a man for President of the United States who, unlike the Republican of three months' standing just mentioned, can get the nomination at Chicago in June. We must have a man who is able to get votes, and the man to whom I allude has already carried the great States of California, Mr. Hoover's home State, Nebraska, and Michigan. I will not pussyfoot on the name. There is only one man whom the people desire for President—Hiram Johnson.

"He is the people's choice, because he has stood consistently for free speech, a free press, and freedom of assembly. He has had the required executive experience as Governor of California, where he settled the dispute between capital and labor with a fairness that is known throughout the country.

"I, therefore, wish to place in nomination the name of the man who is the true successor of Theodore Roosevelt—Hiram Johnson."

The next nomination was made by J. E. Neville, 1921, who spoke as follows in favor of General Wood:

"In advocating the nomination of General Leonard Wood for President of the United States, I feel that a word of interpretation of his record is necessary. The most striking thing about it is the variety of things that he has accomplished. After graduating from the Harvard Medical School (hisses) he entered the Army as a surgeon. Only thirteen years after that he became Chief of Staff. During his career in the Army his work has been characterized by the spirit of mingled respect, admiration, and affection which he has kindled in his subordinates.

"The prevalent idea that because he has worn a uniform so long he will be untractable and undiplomatic is contradicted by his actual record, which is full of instances when his tact and efficiency won for him the full confidence of the civilians with whom he had to deal.

"When he was about to sail for France and the orders were countermanded at the last minute, he was deluged with telegrams and other expressions of sympathy. This is clearly indicative of the real considerate feelings which he had inspired in those with whom he had come in contact. He has always been able to pick good subordinates and work with them efficiently.

"He stands for the League of Nations, a standing army of 225,000, and universal military training.

"For President of the United States I nominate Leonard Wood."

It was then moved that the nominations be closed and the first ballot taken. On this ballot Hoover received 1,179 votes; Wood, 968; Lowden, 173; and Johnson, 153. This was not the required two-thirds vote, so a second ballot was taken.

Before the second ballot Insull took the floor and withdrew the name of Lowden from the contest advising Lowden men to vote for Wood. On this ballot Hoover polled 1,397, Wood, 1,025, and Johnson, 51, which was still not sufficient to nominate any candidate.

A motion was then made and seconded that any candidate receiving a majority vote would be considered nominated. At this, Whitney withdrew Johnson's name, saying that as Johnson was the people's candidate, he would not presume to tell his delegates which way to vote, but that he was going to vote for Hoover. At this point it was decided by a vote of the convention to have no more nominating speeches.

On the third and last ballot Hoover got a total of 1,447 votes to Wood's 1,026, which vote constituted the required majority, and Herbert Hoover was declared by the chair to be the nominee of Yale for President of the United States.

The New York *Evening Post*, turning an interested eye in the direction of New Haven, comments:

Yale fell into line yesterday by nominating Herbert Hoover for President in a "convention" of 2,500 undergraduates. Vassar did likewise. A significant feature of the contest at New Haven was the change in the voting between the first and the second ballot. Altho Governor Lowden's "manager" withdrew his name after the first ballot and urged his supporters to vote for Wood, Hoover gained more votes on the second ballot than Wood gained, and received a majority over Wood and Johnson. This result does not stand by itself. Ten colleges and universities, including Harvard, Princeton, and Michigan, have taken straw votes. At every one Hoover led all the rest, and in eight of the ten he had a majority. Whatever other candidates or their friends may say, there is not one of them who would not feel highly honored to be the winner of the preference vote at any college. This remarkable tribute is paid to Mr. Hoover. It can not be dismissed as recognition of a fellow "intellectual" or "highbrow" or man of scholastic standing. The former Food Administrator is not particularly famous as an academician. He wins the vote of the college man and the college woman upon his record as an executive, combined with his ideals, especially his ideal of freedom from old-fashioned partizanship. College men may not be as effective as "labor" votes or German-American votes in the election of a President, but it should hurt no candidate to have behind him the support of youth and intelligence.

A BIRTHDAY TALK WITH BURBANK, THE "PLANT WIZARD"

LUTHER BURBANK, who lives out near Santa Rosa, California, seems to hold much the same place in the hearts and admiration of his fellow townsmen as does Thomas Edison, of East Orange, New Jersey, in the estimation of East-Orangeites. The men themselves have a great deal in common. Both of them are known as "wizards" and "geniuses," whereas their accomplishments have been chiefly the result of hard work with intelligence to guide the process, both of them have passed the traditional three score and ten years, and both of them are tremendously keen in their enjoyment of life and work. As East Orange loves Thomas Edison, so Santa Rosa loves Luther Burbank, is very proud of him, and delights to do him honor as its foremost resident. On the occasion of his seventy-first birthday there were to be "big doings" in celebration of it, but the "flu" had closed the schools, and as the children are chief among the annual celebrants, the affair had to be postponed. Bailey Millard, representing the San Francisco *Bulletin*, had gone down to attend the festival, but, since it had been postponed, he had a little chat with the great botanist, instead. There were compensations, as he writes:

In one respect I was not sorry for the postponement, as I had Burbank all to myself Sunday afternoon. The grand old man, with his smiling, rather florid face and gentle eyes, full of fine sincerity, is a fluent talker, and if he were not so modest and so ready with his "now, of course, you musn't print this," he would be an easy man to interview.

As in the case of Edison, this blithe old beaver proves that there is nothing to keep a man going like a keen relish of life and labor, and that of all pursuits there is nothing quite so absorbing and inspiring as experimental work.

The "plant wizard" works regularly ten hours a day, dividing his time between manual and mental labor, takes only thirty minutes to a meal, and sleeps but six hours. He is moving about so much that he never suffers from the indoor ills of the sedentary, and yet he turns out a prodigious amount of desk work.

"Some time ago," he said to me, "I began to wonder how much walking I was doing. So I got a pedometer, and guess how much my average daily walk was for three months. Exactly 21.01 miles. Do I get tired? Oh, yes; but I sleep well, tho six hours seem to be all I need."

He said that he arose every morning about six o'clock and was at work outdoors by 6:45. At eleven he went to his office and dictated letters—sometimes three hundred at a sitting.

"They're generally pretty short letters," he admitted, "but they take a lot of time."

I am convinced, from what he and Mrs. Burbank, who assists

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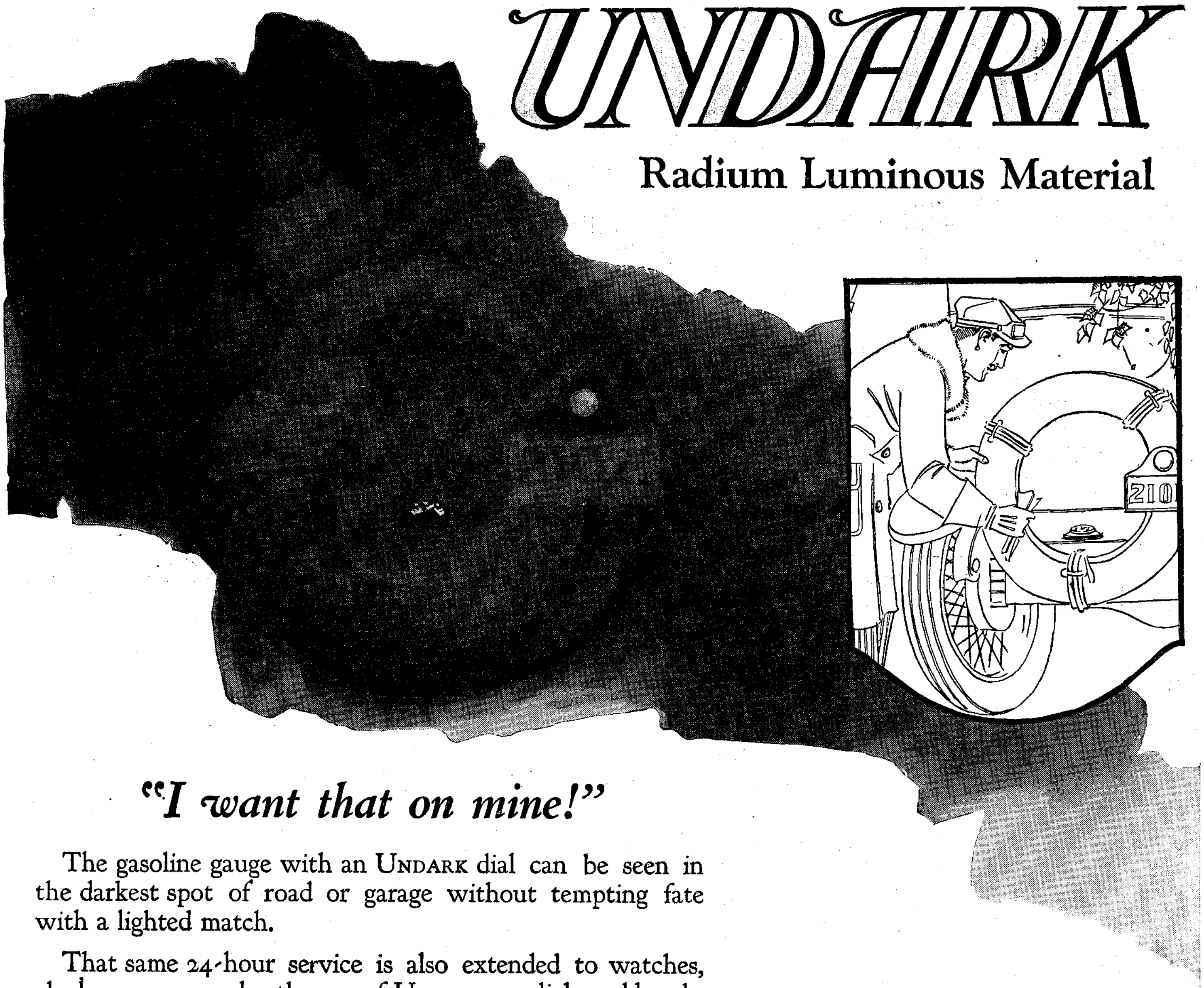

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UNDARK doesn't get dark in the dark

It contains real radium, the most precious of all minerals. UNDARK keeps glowing for years.

The leading manufacturers in many different lines are adding to the usefulness of their goods by using UNDARK.

We are miners and refiners of radium-bearing ore, the pioneer manufacturers of radium luminous material in this country and the largest in the world.

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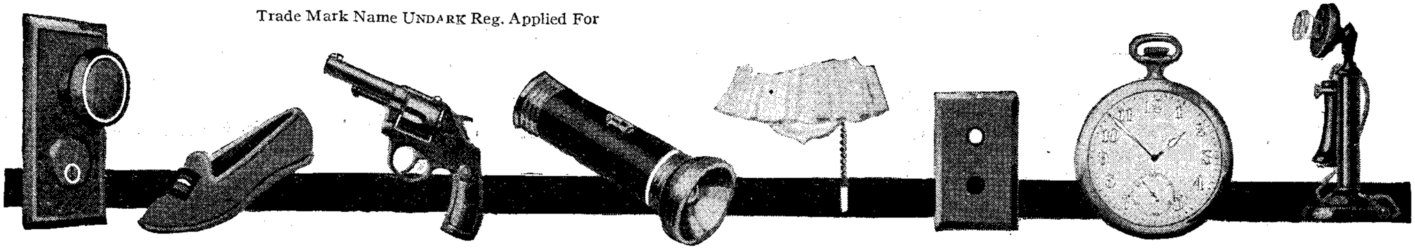
Names of the makers of these furnished upon request



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It is pure
David Robinson

Teach Them
To Say
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HIRES is good for all ages—at all times. Every one of the sixteen Hires ingredients is a product of Nature from the woods and fields, collected from all parts of the world.

Nothing goes into Hires but the pure healthful juices of roots, barks, herbs, berries—and pure cane sugar. The quality of Hires is maintained in spite of tremendously increased cost of ingredients. Yet you pay no more for Hires the genuine than you do for an artificial imitation.

But be sure you say "Hires" to get Hires. At fountains, or in bottles, at your dealers. Keep a case at home and always have Hires on ice as first aid to parched palates.

THE CHARLES E. HIRES COMPANY, PHILADELPHIA

Hires

Hires contains juices of 16 roots, barks, herbs and berries

PERSONAL GLIMPSES
Continued

him in nearly every branch of his daily labor, tell me, that he does as much work in a day as many a city office man does in a week. Exercise of mental and physical power! Why, there isn't a microorganism in the man's body that isn't brought into play and there isn't a follicle in which lurks a lazy thought.

Most of us are too prone to listen to claims of limitation. Such men as Burbank and Edison radiate dynamic force, and you could hardly talk with either of them for an hour without feeling inspired to go forth and subdue the earth. He has kept it up for fifty-five years—this round of industry—since the day when, at the age of sixteen, he went into a factory at Worcester, Mass., and began turning out chairlegs and bedposts, up to these times of wonderful fruition.

"During those fifty-five years," said he, "I have averaged ten hours' work a day for every calendar day of each year. How do I keep trim? By observing the laws of health. For a long time I didn't know how to eat. I learned something about that from Edison. He told me how little he ate and how he avoided starchy foods. Of course, I knew that most men dug their graves with their teeth; but moderate as I had been in eating, I was not moderate enough. What I have eaten of late years would be considered starvation rations for most men, even those over seventy, but I have thrived on it."

And this is what he ate!

Breakfast—Four thin slices of bacon and a cup of weak coffee with a little bran in it.

Luncheon—A lamb chop or a small piece of steak, a little fruit, and sometimes a vegetable.

Dinner—One egg or four thin slices of bacon.

"What about bread or rolls?" I asked.

"I never touch them," he replied.

"And those wonderful Burbank potatoes?"

"Not for me," he smiled. "No starchy foods. I like oranges and eat two a day between meals. At each meal I generally drink a little hot water."

"Still riding the bicycle?" I asked.

"When I feel like venturing out with it; but there are too many autos in the road nowadays. Sorry to say, they've spoiled bicycling for me. I get even, tho, by driving a machine myself. It saves time, and gas is cheaper than leg muscle."

Burbank likes books on psychic affairs and takes an interest in sociology. For Socialism pure and simple he has little use. It can never be a success, he says, until fifty-one per cent. of the people are ready to do as they are done by. He thinks that, as it stands, Socialism is too exclusive. It must include all humanity if it is to get anywhere. He was much interested in Altruria, the former Socialistic community near Santa Rosa. It had broken up because of discontent with internal conditions. The blacksmith, for example, didn't see why he should soil his hands while the bookkeeper, with clean ones, sat in a comfortable office.

"That's the trouble," observed the philosophic Burbank, "they don't realize that a business man has any cares or does any work. But they'd find out if they tried it."

Burbank believes in the dual nature of man. The subconscious, he said, was a great storehouse that could be drawn upon

PERSONAL GLIMPSES
Continued

indefinitely. He believes in telepathy and has had amazing personal experiences of it. As for the so-called psychic phenomena produced by spiritualists, he thinks most of it could be referred to the self-hypnotism of the beholder.

THE ROMANCE OF PILSUDSKI, "THE STRONG MAN OF POLAND"

GENERAL JOSEF PILSUDSKI, first President of the Republic of Poland, is somewhat in the eye of the world due to the fact that, contrary to general experience, he has fought the Bolsheviki successfully for a number of years, and is now carrying the fight into their own territory. If he succeeds in escaping the unfortunate fate of Kolchak and Denikin, his position as the greatest of living Polish heroes, "the strong man of Poland," will be secure. "He is the living embodiment of the free spirit of Poland," according to F. Eugene Ackerman writing in *The Journal of the American-Polish Chamber of Commerce and Industry in the United States*, "a country which could be overwhelmed by Imperialism, but which could never be crusht." Just now, when it is not only uncrusht, but very active in attempting to crush at least a section of its big neighbor on the east, the writer reminds us that Pilsudski brings to his task qualities gained throughout "a life of marvelous romance, embodying in its adventurous years a spirit of determination, of sacrifice, and of loyalty to an ideal that has but few counterparts in history." Taking up the warrior's career from the beginning, his biographer continues:

> General Pilsudski was born in November, 1867, on the family estate at Zulow, in Lithuania. His family is one of the oldest and most famous in Poland, and before the world-war was one of the richest. The revolutionary tendencies which have marked his entire career were inherited, and during his youth were intensified by the teachings of his mother. She was of the family of Billewicz, famous in the history of Poland, and she was a woman of the highest ideals and of great strength of character.
>
> As a child Pilsudski was surrounded by an atmosphere of revolt against Russian domination of that part of Poland in which his family was famous. In the revolution of 1863 against Russia his uncle on his father's side had been killed; his grandmother, his father, and his aunts had been imprisoned. He learned with his first words to hate oppression, and to aid with all of his strength the deliverance of his nation when the opportune moment should come.
>
> His mother was his teacher until he passed the age of fourteen and entered high school at Vilna. She taught him the Polish language and the history of Poland at a time when the Polish tongue and all other things Polish were proscribed. The dismal procession of political exiles from Poland to Siberia was endless, and among them were relatives and intimates of the Pilsudski family, itself among the most bitter enemies of Russian domination.

Washing dishes in summer

IT'S a pretty hot job if you have to heat up the whole house for a little hot water. Of course our grandmothers had to do it, then cart it all over the house. There was no other way.

But now-a-days, with a Pittsburg Automatic Gas Water Heater in the cellar, we simply turn the faucet and draw as much hot water as we need. Nobody suffers from the excessive heat of coal or gas range.

For kitchen, bath, laundry or lavatory, the Pittsburg Automatic Gas Water Heater will deliver rust-free hot water in any amount at the rate of ONE CENT for ten gallons. All you do is turn the faucet. No striking matches, lighting fires or shoveling coal.

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There are several types of Pittsburg Automatic Gas Water Heaters. Write us the number of people in your home, the number of hot water faucets, etc., and we will be glad to make recommendations without obligating you in any way.

Architects see Sweet's Architectural Edition, Pages 1294 to 1297.

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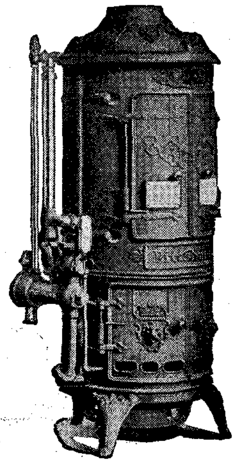

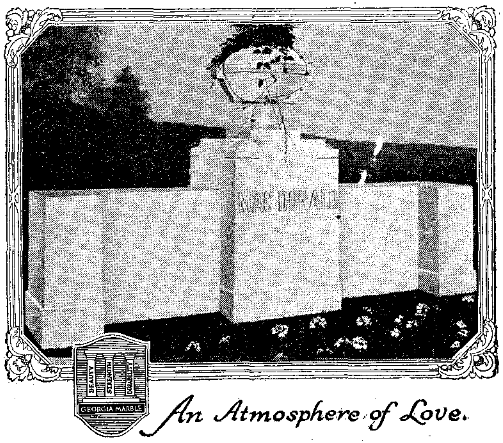

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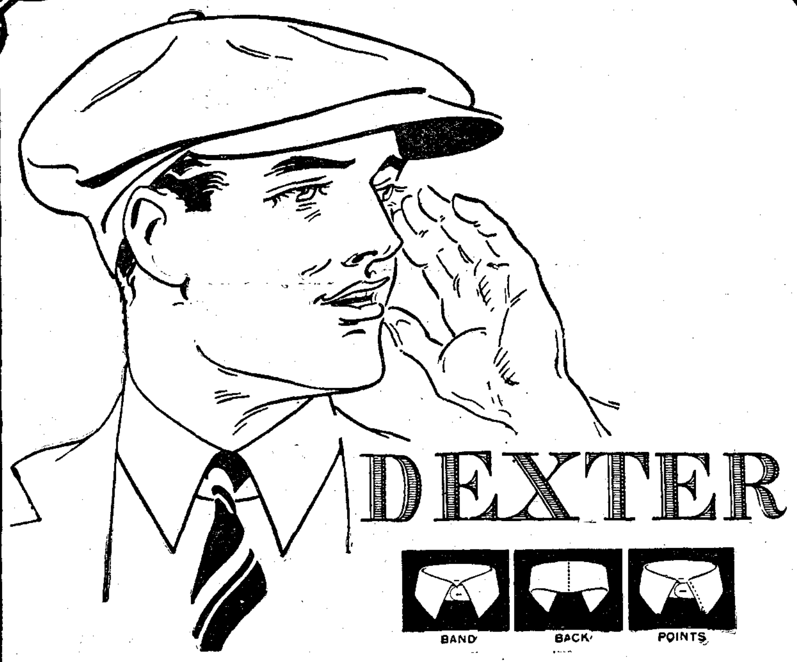

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Smart—Cool—Comfortable

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PERSONAL GLIMPSES
Continued

The youthful Pilsudski was not permitted to forget this latter circumstance when he entered the high school at Vilna. The Russian teachers held him up to ridicule and scoffed at the name of his family and their pretensions to Polish loyalty. It was during this period that he swore never to cease his activities until Poland was free, and it was then that he began to participate actively in the never-ceasing struggle of Polish patriots for freedom and independence.

In 1885, at the age of eighteen years, he entered the university of Krakow to study medicine, but after one year he was expelled because of his participation in the public political life of the students. He returned to Vilna and there quickly gathered about him the Polish youth of the district, intent on preparing for the day when the long-awaited revolution against Russia might be begun. In 1887 there came to Vilna a delegate of the All-Russian Universities, a Russian radical society, with a proposal to the members of Pilsudski's group that it join in an attempt to be made on the life of the Czar. Pilsudski, at the meeting which was called to consider the matter, refused to participate.

"We are not interested in a change in the government of Russia," he said, "We are interested only in the freedom of Poland."

But the attempt was made, we are told, and the Russian secret police had a record of the meeting at Vilna, and had, too, inscribed on their rolls the names of all the young men who had attended. One by one they were arrested and sent to Siberia, Pilsudski among them. For five years he remained in the dismal north, forbidden to undertake any form of activity, receiving as his living allowance the five rubles per month paid political exiles. However, as we read on:

In 1892, in honor of an event in the Russian royal family, a general amnesty was granted to certain classes of political prisoners, and Pilsudski was among those affected. He returned at once to Vilna, and on his return he made public a statement which to-day has peculiar significance. He had spent his time in Siberia studying the Russian psychology, a study on which he based his future activities. The results he summed up in these words:

"All Russians, even the most radical, are born imperialists. The basic character of the Russian is an elemental centralistic tendency. They have an oriental mind, which can not stand a diversity in civilization. They are too easily tired, and are trying to obtain a uniformity in life that will make them free of complications. I have never yet met a Russian who was a republican."

For two years following his return from Siberia, General Pilsudski was busy in the formation of the Polish Socialistic party, the basic creed of which was freedom for Poland. In 1894 he began secretly the publication of *Rovotnik*, the organ of the party. He wrote the newspaper, set the type, edited it, and distributed it himself. His flaming articles soon made it an object of special attention on the part of the Russian Government, and in 1896 he was again arrested and incarcerated in the citadel at Warsaw,

PERSONAL GLIMPSES
Continued

later being removed to the military prison at Petrograd. Every effort to prevent his escape was made, and for five years he was confined under the closest surveillance. In the meantime his friends and associates were not idle. They managed to obtain the appointment of Dr. Mazurkiewicz, one of his associates, as a member of the prison medical staff. To obtain this appointment, Dr. Mazurkiewicz made public avowal of extreme reactionary sentiments. By this action he alienated his friends, but attracted the attention of influential persons who obtained for him the prison post. Word was conveyed to General Pilsudski that his friend was a physician in the prison, devoted to effecting his escape. This was in 1900. Pilsudski immediately began to feign insanity. For a year he was visited by various physicians, including Mazurkiewicz, always with a file of soldiers standing guard outside his door. Mazurkiewicz, loudly expressing his hatred and contempt for Pilsudksi, declared that he would prove that he was shamming, and day after day, for months, he spent hours insulting and bullying the prisoner. Then one day while the soldiers waited he entered the prisoner's cell and for four hours the guard stood uneasily outside the door, until finally an officer forced an entrance—only to find the cell empty. Physician and prisoner were gone. They had escaped by tunneling their way out of the prison hospital.

While thousands of secret police sought the missing men and guarded every avenue of escape from the city, the prisoner and the physician dined in full dress at the most famous restaurant in Petrograd, and then made their way, with the connivance of friends, out of Russia, into Krakow, Austrian Poland. There General Pilsudski began to prepare, for the first time, the Polish military organization. It was at this time that the Russian-Japanese War started, and Pilsudski went at once to Japan to seek Japanese aid in obtaining Poland's freedom. His journey convinced him that his aim was futile and he returned to Poland and put into effect a masterly obstruction to the mobilization of Polish troops for the Russian Army.

It was in 1905 that the social revolution in Russia broke out. Altho Pilsudski was opposed to the methods of procedure of the revolutionists, he took advantage of it to take the first active steps toward fomenting an active revolution in Poland against Russian rule. His secret military organization had been forming for a number of years now, and his men were well drilled and disciplined. According to his biographer:

> Pilsudski realized that other uprisings in Poland had failed because they were unorganized mass attacks against organized forces. Thus they combated not only superior skill, but also the moral force which organization wielded. His first move, he determined, would be to destroy the moral force of organization by opposing it with a superior organization, which should be invisible. He collected, in scattered units of ten men each, a total of two thousand men, sworn to implicit obedience to him, and tested for their absolute bravery under all conditions.

It is because of the activities of these men that Pilsudski in a recent issue of a magazine has been called a "bandit." In

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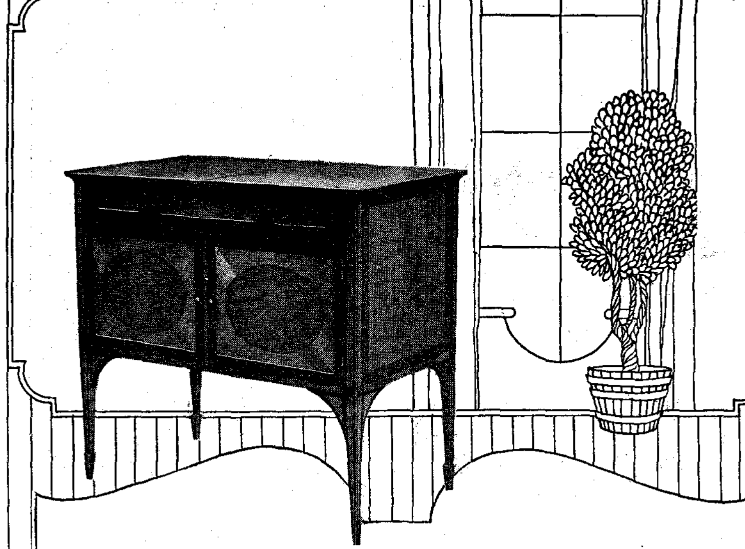

The Perfect Gift

BRINGING sunny days, fragrant roses, eventful school commencements, and important weddings—June, the loveliest of the months, is here. There must be chosen for the bride a present reflecting the good wishes and the good taste of the giver. To select an appropriate gift, once a task, is now a pleasure.

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gives years of enjoyment. The Sonora has a magnificent, pure, rich, mellow tone, "clear as a bell." It is peerless in gracefulness and artistry of design and is unrivalled in vital exclusive features. There is a pride of possession in owning the wonderfully beautiful Sonora.

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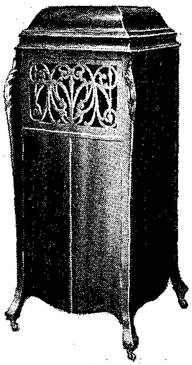


The "Minuet"

PERSONAL GLIMPSES
Continued

small groups these forces of his raided the liquor stores, and harassed police-stations and railroad depots. They stopt trains and robbed the express coaches of funds and they invaded municipal headquarters and destroyed records. Every act had a specific purpose. The liquor-stores were raided because they were government institutions and as such represented the might of Russia. The trains were robbed of government funds (passengers were never molested), because funds were needed to purchase arms and to prepare for the general revolution to come. The railroad depots were invaded and the safes opened, because in every railroad depot were the secret Russian plans for mobilization, which plans were to be carried out by the depot masters in the event of war. The destruction of these plans alone cost Russia millions in money and years in effort.

The Pilsudski forces worked silently and secretly. They came, seemingly, from nowhere, and disappeared utterly, once their work was done. Russian officials were bewildered. They poured soldiers into Poland, to guard the public buildings, the liquor-stores, and the railroad stations, and in 1907 there were 250,000 Russian soldiers doing police duty in Russian Poland. Zarabayeff, then Inspector-General of Russian Infantry, commenting on the situation declared:

"There is no longer a Russian Army in Poland. There is only a band of demoralized policemen."

The latter portion of this remark was called forth by the fact that the soldiers were fraternizing with the Polish people. They lounged day in and day out in front of buildings, while the Poles laughed at them, or, stopping, chatted with them in pleasant derision. And all the time the secret forays by Pilsudski's men continued. Polish morale and confidence rose as Russian morale grew more lax.

But events transpired which proved to Pilsudski that a revolution at this time was impossible, so he gradually withdrew his forces. The forays became less in number, but continued at intervals to prove that they were ceasing voluntarily—and not because of defeat. The two thousand men of mystery were sent in small groups out of the country, some to the United States, some to Galicia, and others to different parts of Europe. Pilsudski himself, accompanied by Sosnkowski, now Sub-Secretary of War for Poland, retired to Krakow, where he began the publication of a magazine on military strategy, and took up anew the organization of secret military organizations in Austrian and Russian Poland. In 1912, in Galicia alone, there were three hundred of these organizations, and there was a greater number in Russian Poland.

Then in 1914 came the world-war and the call to mobilization of the forces of Germany, Austria, and Russia, each call involving the nationals of Poland. At this time there were thirty thousand trained soldiers in Pilsudski's various units and eight hundred officers. All but one thousand of these men were caught in the mobilization. This one thousand found their ways to Krakow, where they waited orders from Pilsudski. They were not long in

PERSONAL GLIMPSES
Continued

coming. On August 5, 1914, he outfitted three hundred men, placed them under the Polish flag, and sent them across the border into Russian Poland, proclaiming at the same time the independence of Poland. In his proclamation he declared:

"We start fighting Russia. We will probably finish fighting other nations."

Germany and Austria were not slow to recognize the tremendous value of Pilsudski and his Polish Legion, and they aided in the recruiting, which quickly swelled the total of the legionnaires to many thousands. But at the same time they realized also the danger of such a force, and they compromised by using the Polish Legion in most critical junctures. It soon became apparent that behind the acceptance of the Central Powers of Poland's declared independence lay the determination to destroy the legion and then to crush Poland's pretensions. All of this Pilsudski saw, but he ordered his legionnaires never to flinch from any danger, no matter how great. The soldiers of Poland, he realized, must be a potential moral force in order to carry out the scheme which he had been formulating since the war began.

In 1915, in the fall, the Germans entered Warsaw, and Pilsudski gave orders that there should be no more recruiting for the legion.

"Russia is beaten now," he said. "Next we must fight Germany."

And always indefatigable he began once more to organize a secret military force—the famous P. O. W., or Polish Military Force, destined to rise against Germany. But Germany learned of this activity, and with Austria she incorporated into the oath of the legionnaires fighting under the Polish flag an additional phrase which required them to swear allegiance to the flags of Austria and Germany. This was in 1917.

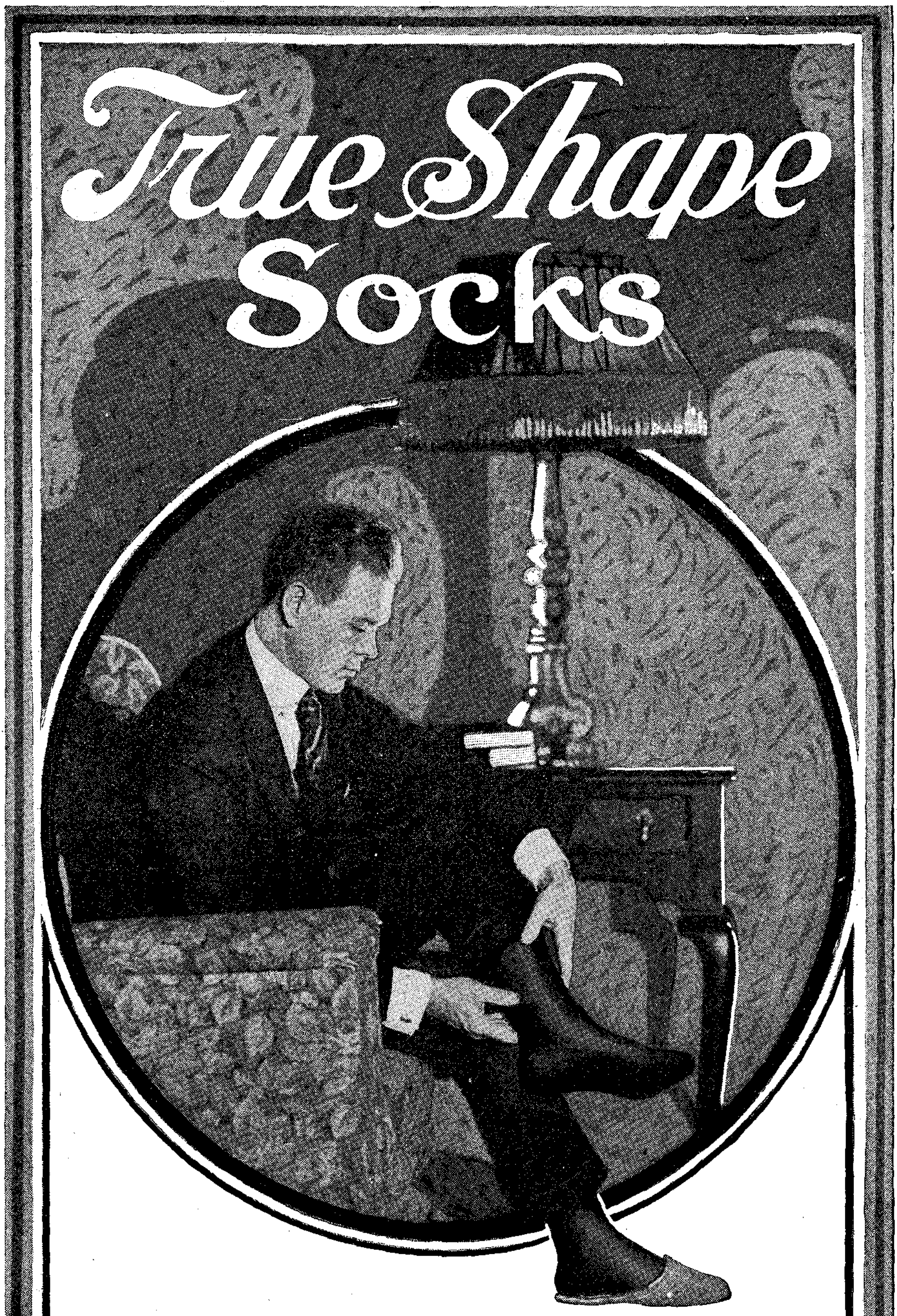
The legionnaires in Warsaw were ordered on parade and the oath was read to them. Their officers were ordered to step forward and repeat the oath first. As one man they stept forward, broke their swords across their knees, and stood with arms folded.

Officers and legionnaires on all the fronts were ordered under arrest by the Germans and were immediately interned. Pilsudski and his Chief of Staff, Sosnkowski, were arrested and were incarcerated in the prison of Magdeburg, in Germany, where they remained until the revolution overthrew the German Empire. Then they were released by the German Socialists, who were in control of the prison.

In the meantime the Polish Military party in Poland, which had been secretly formed by Pilsudski, was active.

Pilsudski, with his aid, hurried to Warsaw, where he found that a regency Government had been established with Poles of a very conservative mold in control. The regency Government immediately asked him to assume the portfolio of the Secretary of War and he accepted. The day following his assumption of his new duties he called out the P. O. W.—the last secret military organization he had builded, and ordered them to disarm every German soldier.

From shops and schools, railroad stations, and factories came the Polish Military party, with scant arms but abundant courage. They disarmed the German troops and interned them, and, on November 13,



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It's *TRUE SHAPE* No. 152.

It's a sock that's made to conform to a standard, not to meet a price. Its sturdily reinforced heel, toe, sole, and ankle, and the extra silk that's woven into every pair, give it body and appearance which no other sock of its price on the market can match.

For downright value, men, ask for *TRUE SHAPE* No. 152.

If your dealer cannot supply you, write us direct.

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PERSONAL GLIMPSES
Continued

the regency resigned and named General Pilsudski dictator.

His activities since the moment he became dictator and since he has been President of the Republic of Poland are matters of common knowledge. He called Ignace Jan Paderewski to form a cabinet, and together they worked, bringing order out of chaos in Poland.

DENIED A "RAISE," THEY ARE LOWERING PRICES

SOMEBODY is always trying to start something in Detroit, observes G. W. Axelson, staff correspondent of the Washington *Herald*, but nothing that has been started there recently seems likely to develop the same importance to the country at large as a system of barter and trade by which members of a national railway brotherhood have greatly increased the purchasing power of their wages. Last September the workers organized as the Railway Maintenance of Way Employees and Shop Laborers, with headquarters in Detroit, were refused an increase in wages by the Government. The majority of the members received an average salary of $750. Something had to be done. To make up for the inadequate income, Grand President A. E. Barker, Assistant Grand President O. C. Trask, and others decided that they would try to provide commodities much under the present cost. A start was made in a small way, but the business has so increased that it "threatens to sweep everything before it." As the *Herald* correspondent tells the story:

> At first the officers went into open market and bought at wholesale or from jobbers such things as underwear, gloves, and minor articles of wearing apparel. The demand, however, increased so fast that branching out became a necessity, and thus to-day the organization owns five factories, is planning to buy more, and figures on establishing a national bank in order more readily to finance its own enterprises, as well as to obtain an opportunity to invest its own funds.
>
> Any one of the 387,000 members, who incidentally threatened to go on a strike ten days ago, may buy a tailor-made suit of clothes all the way from $36 to $69, where from the tailors in their own town they would have to "fork over" from $75 to $125 for similar goods. The ash-pit man or the section hand may send in his measurement and get by return mail a pair of overalls for $2.79, for which his retailer asks $4.50.
>
> Maintenance of way employees perhaps use up more gloves and mittens than any other class of labor in the country. It is quite an item. By buying it from his own "store" he saves from ten to twenty cents a pair. He will save ten to twelve cents on an ordinary can of peas or from eight to ten cents net if he clubs in with his fellow workers or other union men. So it is all the way down the line.
>
> While I was in the office of the president a car-load of apples came in from Maryland. They were fine apples, too; such as sold in Washington, enveloped on almost all sides by Maryland orchards, for about $4.50 to $6 a bushel. Members of the craft in Detroit could get all they wanted for $2.80 a bushel.
>
> A car-load of flour went from Detroit to Chicago the same day, the commodity to be sold there at $1.80 a bag of twenty-five pounds. Similar flour was sold as a "leader" in one of Detroit's biggest stores the day before at $2.27.
>
> "How do we do it?" repeated O. C. Trask, in charge of the purchasing and selling department. "It is no secret. We simply buy as low or lower than anybody else, then sell at cost to our members. We do not aim to make a penny on our purchases, but are prepared to stand a loss, if necessary, altho we do not look forward to such a turn of affairs.
>
> "At first we had some trouble in being able to buy from certain manufacturers. They were afraid to sell to us for fear that they would lose the trade of the retailers throughout the country. Then hurdles in various ways were encountered, but these were gradually overcome when we planked down the cash and bought in larger quantities than any wholesaler or jobber. Then there was another objection. Manufacturers pointed out to us that no similar enterprise had ever succeeded. We persuaded them to take a chance. Where opposition developed we took the bull by the horns and bought first the entire output of certain factories, and later the factories themselves. In this connection it might be pointed out that we did not disturb working conditions in the factories we took over. All employees were retained, and in a glove-factory which we bought in Toledo the president of the old company is our general manager.
>
> "We have the same feeling toward producers generally and also toward retailers. We are gradually putting the retailers out of business, but we don't want to. They are not the greatest profiteers. This distinction goes to the jobbers, and there lies the main trouble. If jobbers should not figure some wholesaler makes extortionate profits. I know, because I have had dealings with all of them.
>
> "In Philadelphia, for example, I discovered that as many as twelve people handled the product in canvas gloves. Five separate jobbers took profits out of the yarn which went into the cloth. That is the reason why the average worker pays forty cents for an inferior quality while our members get the best for twenty-five cents or less."

In this connection, says the writer, it is known that the organization has made arrangements with a big plantation in the South for all the cotton needed in the several factories. There will be no middleman who will get a farthing, from the raw product to the finished article, out of commodities handled by the Railway Maintenance of Way. The interview continues:

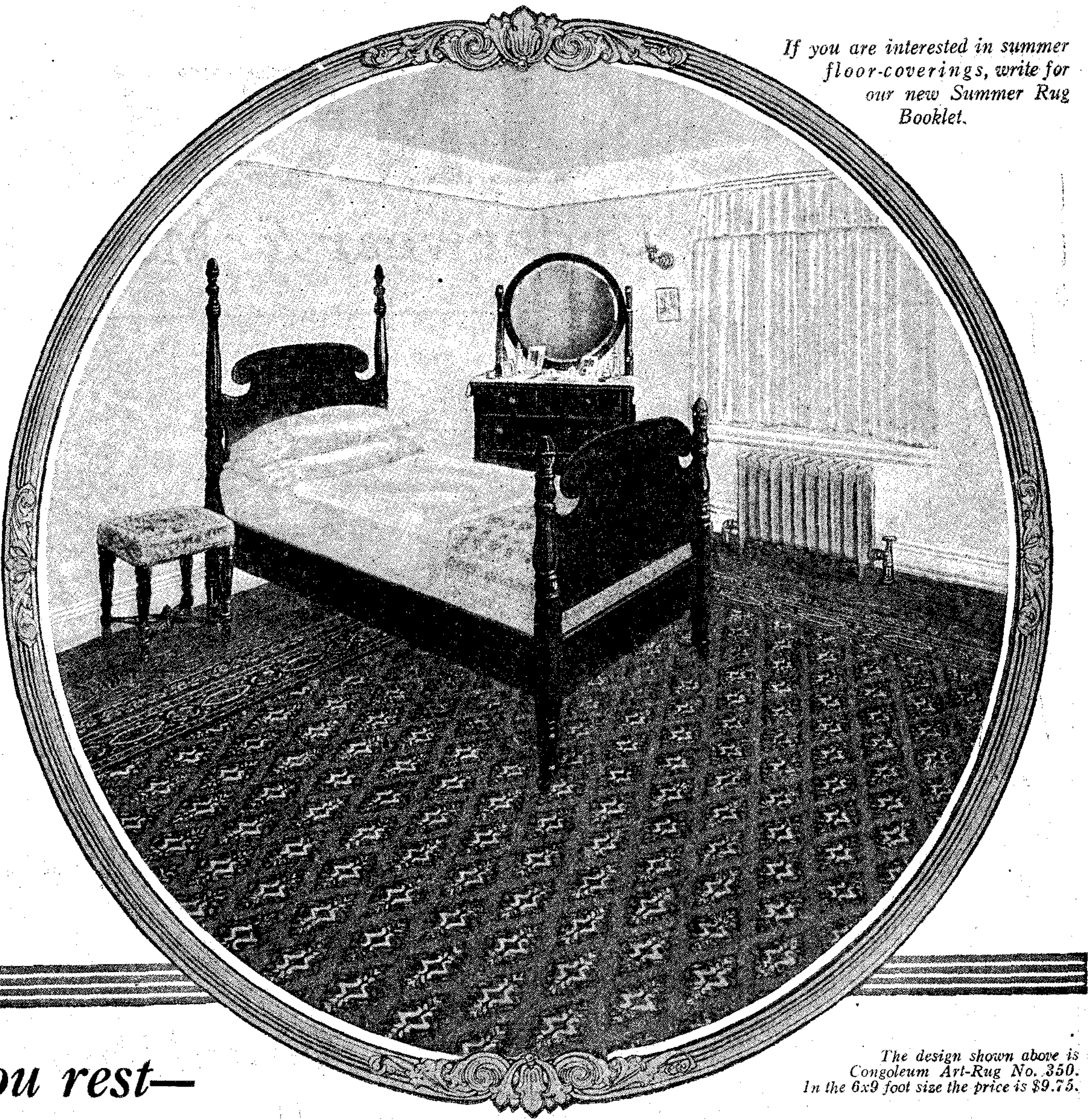
> "Keeping out the jobbers is the secret of low prices," said Mr. Trask. "In time we hope to manufacture everything our members need and they will get it at cost. Our system of distribution is getting better and better. At present it is based on the mail-order idea, altho we endeavor to center everything in the secretaries of the individual lodges, as the members can get it cheaper that way. Thus all club together and complete cases are sent. Especially is that true with foodstuffs."
>
> Mr. Trask held up a can of peas as he spoke, remarking that retailers in Detroit were charging twenty-four and twenty-six cents for it, while it could be sold to members for fifteen cents. Several canning-factories will be bought, but in the meantime they are dealing in a cooperative way with many small concerns. In regard to flour and similar products the association has made arrangements with the Community Millers' Association. This organization controls ten thousand mills. Frequently the railway men buy the entire production of the mill and the members profit accordingly.
>
> The flour is sent in car-load lots to the different centers. The members do their own marketing. In smaller places barrels and bags figure. Potatoes and other vegetables are dealt with in the same way. Heavier articles are sent by freight, and the officers will deal in anything from needles to automobiles.
>
> "We can save one-third in price on automobile tires," said Mr. Trask as he dismissed the salesman of a large concern in Ohio. "We pay cash down and that appeals to all. We don't want ten or thirty days' time, as that would involve us in a lot of expensive bookkeeping."
>
> It is no trouble to pay cash, as the brotherhood had $1,500,000 when it started its big store. It has already invested about $1,000,000 in factories, and it stands ready to go higher. This, however, according to Mr. Trask, is just a beginning. President Barker backs up the vice-president. Figures were presented to the writer which showed that the fourteen railroad organizations can tap a combined bank-account of $42,000,000. Two million members have contributed toward this sum, which has been set aside for possible strikes. Should arbitration now go into force and strikes become a thing of the past, there will be enough in the different treasuries to finance every enterprise advocated for the last generation. Banks will, however, be the first to be established. After these will follow industries and cooperative trading on a scale undreamed of. According to the promoters of the scheme, everybody will be benefited.
>
> "Right now," said Mr. Trask, "we pay the farmers and other producers more than they can get from any other source for their products, and if they are members of farmers' organizations they can buy manufactured articles or anything we have at cost price. We do the same with factories. We frequently refuse to buy at the lowest price, knowing that some one has to pay. and, in most cases, it is the workers. So we make the proviso that the workers must be well paid and that the owners shall be entitled to a fair profit. The same with the farmers."
>
> "Big business" is beginning to sit up and take notice, according to the Detroit managers. In several cases the trend of affairs having been noted, offers to turn over the factories on any fair basis have been made. These overtures have been refused, as there is no desire to push anyone to the wall. The factories they have are turning out ample commodities at present, altho all will soon have to be enlarged. One factory turns out five thousand dozen gloves and mittens a week. Another two hundred dozen union-suits a day. This gives an indication on what scale the organization is working. Within six months they expect to ship one hundred car-loads of flour a week.

A Bedroom Floor

THE bedroom, more than any other room in the house, needs to be kept dust-free and healthfully clean.

Art Rug No. 350, shown here, is a particularly popular one for the bedroom. A quilt of quaint design, furniture on simple lines, lend a note of harmony to this modest interior.

An appropriate setting for such a rug is suggested by the illustration of the Golden Oak Congoleum Rug Border, which produces the effect of a real hardwood floor. These borders lie flat without fastening and are as sanitary, durable and easy to clean as a Congoleum Art-Rug.



If you are interested in summer floor-coverings, write for our new Summer Rug Booklet.

The design shown above is Congoleum Art-Rug No. 350. In the 6x9 foot size the price is $9.75.

It bids you rest—

THIS quiet, friendly room extends its genial welcome to the guest.

The rug lends a note of cordial cheer to its restful furnishings. Where wall and ceiling are of plain tint, as in this room, the rug can well supply the entire color scheme.

And since this room is not used as frequently as other rooms in the house, it is well to have its furnishings simple and easily cleaned.

Because Congoleum is sanitary, waterproof, and so very easy to clean, it is unquestionably the rug for your guest room.

And, of course, it would not deserve its immense popularity if it were not so genuinely artistic in design and pattern. No other low-priced rug can boast the appropriateness and good taste of Congoleum for floors throughout the house. And none cost so little—

3 x 4½ feet	$2.40	7½ x 9 feet	$11.85
3 x 6 feet	3.20	9 x 9 feet	14.25
6 x 9 feet	9.75	9 x 10½ feet	16.60
9 x 12 feet	$19.00		

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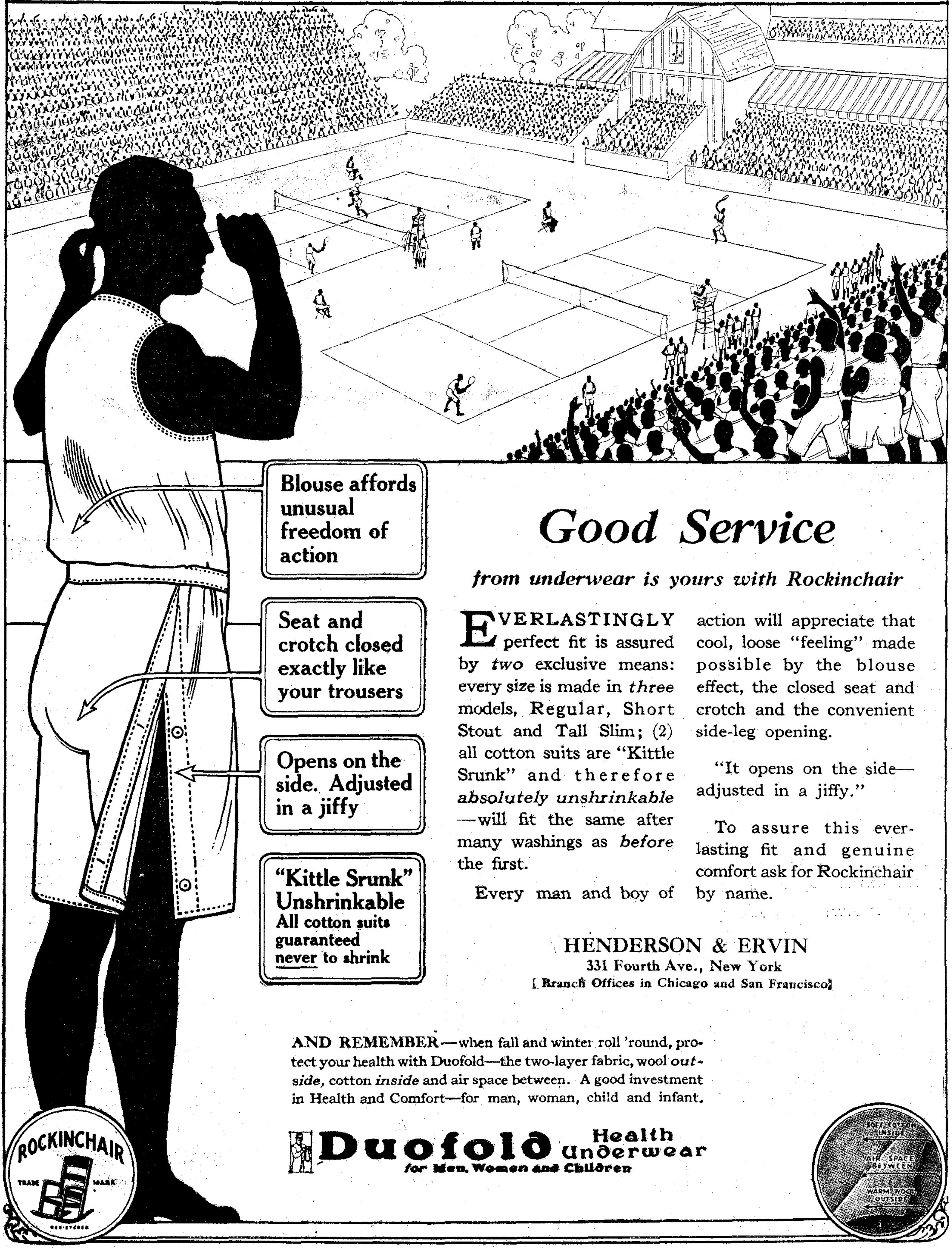
Blouse affords unusual freedom of action
Seat and crotch closed exactly like your trousers
Opens on the side. Adjusted in a jiffy
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EVERLASTINGLY perfect fit is assured by *two* exclusive means: every size is made in *three* models, Regular, Short Stout and Tall Slim; (2) all cotton suits are "Kittle Srunk" and therefore *absolutely unshrinkable*—will fit the same after many washings as *before* the first.

Every man and boy of action will appreciate that cool, loose "feeling" made possible by the blouse effect, the closed seat and crotch and the convenient side-leg opening.

"It opens on the side—adjusted in a jiffy."

To assure this everlasting fit and genuine comfort ask for Rockinchair by name.

HENDERSON & ERVIN
331 Fourth Ave., New York
[Branch Offices in Chicago and San Francisco]

AND REMEMBER—when fall and winter roll 'round, protect your health with Duofold—the two-layer fabric, wool *outside*, cotton *inside* and air space between. A good investment in Health and Comfort—for man, woman, child and infant.

Duofold Health Underwear
for Men, Women and Children

SOFT COTTON INSIDE
AIR SPACE BETWEEN
WARM WOOL OUTSIDE

PERSONAL GLIMPSES
Continued

THE TWENTY-FOUR AGAINST FAT, IN CHICAGO

TWENTY-FOUR brave Chicago women have entered a campaign to reduce a state of affairs which one temeritous reporter calls their "gross tonnage." They don't care who knows it, for their pictures have appeared in the papers, and they are publicly gloating over a three- or four-pound reduction. The campaign is under the direction of Health Commissioner John Dill Robertson. He had twenty-five responses to his call, but one of them reneged when she found out what was to be the regimen under his régime. It might have made fatter women faint. But the two dozen are in the fight for "keeps," that is to say, until they are sufficiently skeletonized or forced to a glorious defeat in their fight against too much circumference. It must be inspiring to stand on the scales on the morning after and notice that the avoirdupois has gone down by several ounces, to watch the inches slowly disappearing on an encircling tape line. Think of starting in under a heavy handicap, a handicap of, say, three hundred pounds, and of waking up one fine morning and finding oneself svelte. From fatty degeneration to svelte regeneration, that's the watchword. The campaign is to be waged relentlessly for sixty days. After that—well, we shall see. Some of the women nearly broke the scales at more than 300 pounds. The average was 201.66. In the Chicago *Tribune* we read:

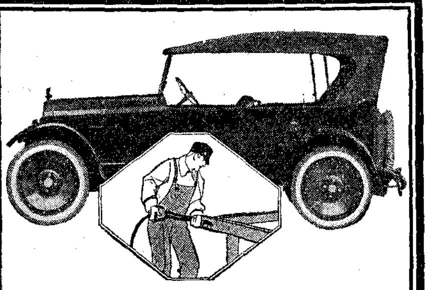
> All have agreed to abide for sixty days by the regimen and diet prescribed by Dr. Robertson.
>
> The doctor has not as yet worked out the complete regimen he will order.
>
> "There will be outdoor work, plenty of it," he said. "As bending and stooping are necessary, there will be work over the wash-tub and other similar household devices. All manner of exercise will be ordered. The exercise will be adapted to the particular case. Many of these women have done and are doing vigorous work now. Others are employed in offices. Where outdoor exercise would benefit the latter class, it would not help the others."
>
> The dieting will be severe, at least to those who like sweets and rich foods. Here again the individual case will be treated, the doctor said.
>
> "Some people get thin on candy, others get fat," he said. "Potatoes, rich gravies, and fatty meats work the same way."
>
> The overalls craze will receive added impetus when the women begin work, for that will be the garb they will be asked to wear during their toil.
>
> Starchy foods, breads, cereals, butter, cream, potatoes and so forth are on the *verboten* list. Salads, spinach, cabbage, brussels sprouts, fish, and lean meats are the type of foods the doctor has recommended.
>
> Visions of their once svelte selves floated before the women when Dr. Robertson told them they might expect to lose five pounds a week. He warned them not to be disappointed should their rate of decrease be lower, however.
>
> "As a people, we are too obese," declared Dr. Robertson. "We are stall-fed. If we had lived like the Indians, had each day taken all manner of violent exercises, even if, like them, unconsciously, we would have no stout persons except, perhaps, those whom sickness or old age prevented from active life."
>
> The age, weight, and occupation of the twenty-four women who signed up follow:

Occupation	*Age*	*Weight*	*Normal Weight Should Be*
Typist	32	323	130
Clerk	32	231	137
Nurse	39	231	142
Housewife	45	224	132
Housewife	34	218	150
Housewife	24	212	125
Housewife	44	211	153
Housewife	32	205	137
Housewife	35	199	146
Nurse	25	198	139
Stenographer	36	195	123
Housewife	49	194½	133
Housewife	30	194	130
Office manager	35	193	131
Housewife	50	191	152
Housewife	35	189	130
Housewife	40	187	150
Clerk	37	187	138
Housewife	41	186	142
Housewife	36	181	134
Buyer	20	181	132
Housewife	36	172	121
Housewife	36	172	123
Typist	28	166½	121

LIFE'S STORY CAN BE TOLD IN SHORT WORDS

PONDEROUS polysyllables, phonologically sonorific perhaps, but orthographically formidable and conspicuously destitute of virility, are studiously sought by some who yearn to develop a vocabulary of long, hard words with which to impress and confound their fellow men. But folk who know say that a stock of words like that are no good, and that all great things in life can be told in words of not more than five letters. A writer in *The Kansas Editor* gives a hint as to how this may be done. It will be noticed, however, that he uses two words that might almost be considered sesquipedalian in his first two lines. He writes:

> The word "I" claims first consideration under this classification. "I" contains the minimum as regards letters and, casting blushes aside, really stands above all things else with the human herd.
>
> Passing on to words of two letters, "do" and "if" immediately suggest themselves as being mighty factors in the daily grind of human affairs.
>
> At the head of the list of three-letter words stands "God," followed by "air," the most essential of the essential. In this list, too, is "war," also "law" and "art." Continuing, a most disagreeable trio appears in "tax, owe, and dun," each undeniably mixed up with man's little whirl. Then come two words of great argument, "wet" and "dry," and at the end the most popular noun and verb, "pie" and "eat."
>
> In words of four letters there are "life" itself and many of the most vital things of life—"love, home, hope, food, work, news, rest, song, hair, bald, golf, vote, bank, rent, and coal."
>
> Finally comes the five-letter group containing the beginning and the end of man's story—"birth, heart, blood, faith, woman, money, child, mirth, drink (water, milk, or tea, of course), dance, motor, train, paper, ouija, sleep, death, and grave."
>
> So why seek long words to tell the tales of life, when each big vital thing is short, when one must spell it, and gives the hint, "be brief, old Top, be brief!"



Here's Another Strong Point
In Favor of
MONITOR MOTOR CARS

Depreciation in the average car begins with the first rattle. Rattles begin with loosening nuts and joints. Right here, at the primary source, Monitor construction *arrests depreciation.*

Take the frame for example. It is put together with glowing rivets, pneumatic driven. It *can not* work loose—it is virtually a single unit. Every other fastening throughout the car has lock washer or cotter pin. Squeaks and rattles are eliminated *in advance.*

Monitor cars give their owners a *utility investment,* returning many years of low cost service. Seven different makes of cars in ten years is the average owner's record. Monitor owners *average three and one-half years per car* with many reaching five years. That means low up-keep costs.

By combining rigid construction with the highest type of standard equipment, Monitor car builders have done away with the fallacy of yearly models. The rightness of this principle has been enthusiastically received by dealers. It also accounts for an enviable record of permanent ownership by Monitor drivers.

SPECIFICATIONS
Red Seal 7-R (6 Cyl.) Continental Motor
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Borg & Beck Clutch
Automatic Rear Signal
Boyce Moto-Meter
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5 Cord Tires
121-in Wheelbase

TOURING . SEDAN . ROADSTER

Dealer literature sent promptly on request. Certain territory open. Write now.

MONITOR MOTOR CAR CO.
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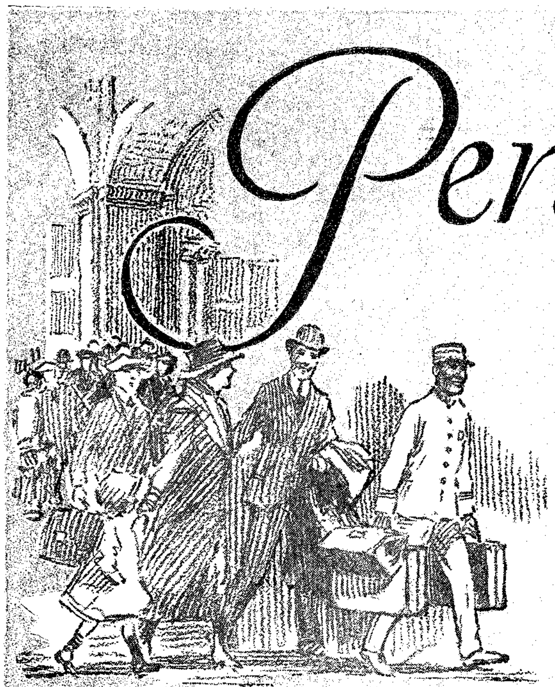
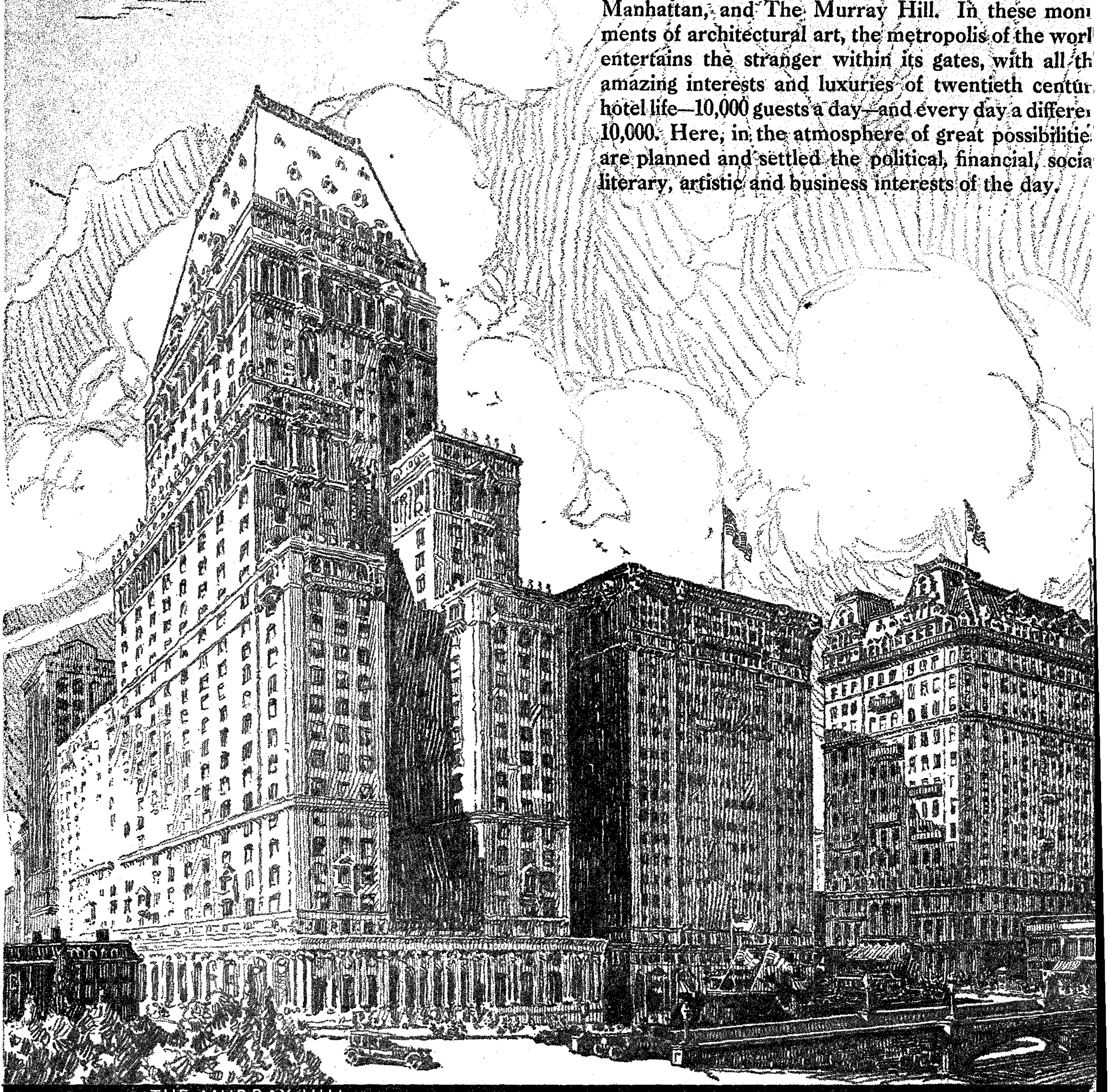
The World Centr



PERSHING SQUARE is the human, throbbin nerve center of the Nations of the World—in co mopolitan New York. Facing the Square, adjoining, within a step of the Grand Central Terminal, are fiv of the world's most sumptuous of modern hotels—Th Biltmore, Hotel Commodore, The Belmont, Hot Manhattan, and The Murray Hill. In these mon ments of architectural art, the metropolis of the worl entertains the stranger within its gates, with all th amazing interests and luxuries of twentieth centur hotel life—10,000 guests a day—and every day a differe 10,000. Here, in the atmosphere of great possibilitie are planned and settled the political, financial, socia literary, artistic and business interests of the day.



THE MURRAY HILL
PLAN OF PROPOSED NEW BUILDING
JAMES WOODS
VICE PRESIDENT

THE BELMONT
JAMES WOODS
VICE PRESIDENT

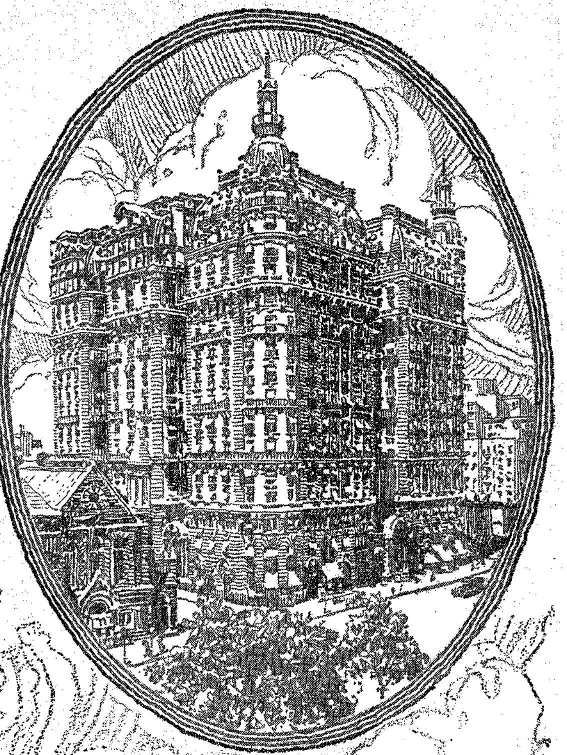
HOTEL MANHATTAN
PAUL B. BOD
VICE PRESIDE

New York City
f Great Hotels

Fifth Avenue, with its fashionable shops, is one block away. The clubs, the theatres, the restaurants, libraries, art galleries, concert and exhibition halls are nearby. The arteries of transportation, subways, elevated and surface cars, center here, bringing the most remote points of the city within easy touch.

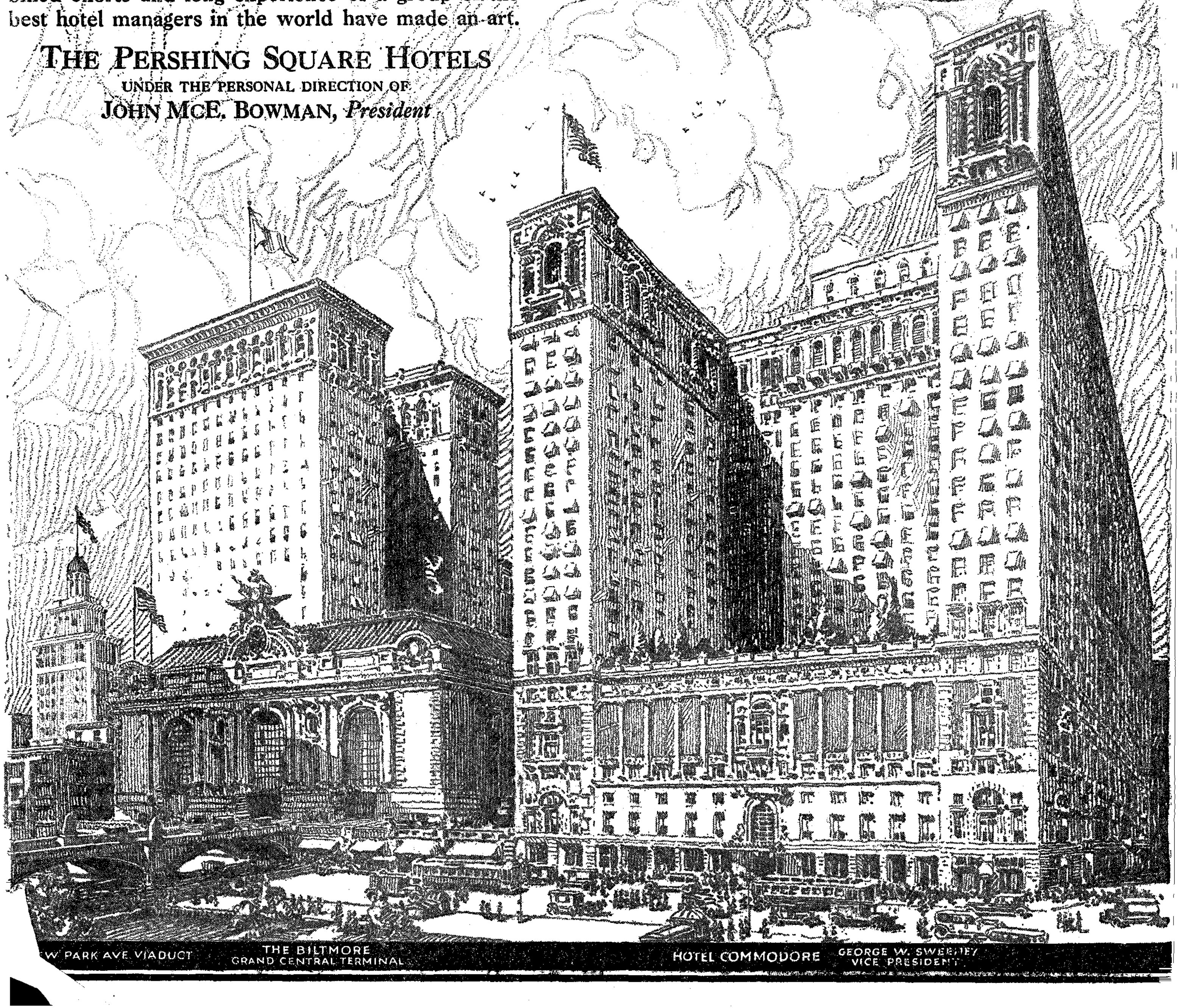
Whatever your business, or pleasure, in New York—a day, a week, a year—whatever your purse, whatever your tastes, one of these splendid hotels of Pershing Square will serve you with an individual ease and comfort and a personal hospitality which the combined efforts and long experience of a group of the best hotel managers in the world have made an art.

THE PERSHING SQUARE HOTELS
UNDER THE PERSONAL DIRECTION OF
JOHN McE. BOWMAN, *President*



THE ANSONIA
BROADWAY AT 73RD ST.
EDW. M. TIERNEY,
VICE PRESIDENT

—in the residential section—also under the personal direction of Mr. Bowman.



W PARK AVE. VIADUCT
THE BILTMORE
GRAND CENTRAL TERMINAL
HOTEL COMMODORE
GEORGE W. SWEENEY
VICE PRESIDENT

BIRDS - BEASTS - AND - TREES

MIGRATORY WILD FOWL HAVE THEIR DAY IN COURT

JOYFUL cheeps, chirps, and quacks of thanks to the Supreme Court of the United States have no doubt been heard all over the country by bird-lovers who understand the language. Especially the not always musical voices of these incurable excursionists, the migratory game birds, should be raised in gratitude to the august body. For the Supreme Court has upheld the Migratory Bird Treaty with Canada and the law passed in 1918 to enforce it. This treaty specifies closed seasons, and prohibits the killng, capture, or sale of birds except as permitted by govrnment regulations. Some of the portsmen did not like to have their "rights" infringed upon, so charges were brought that the statute was unconstitutional and that ts enforcement interfered with State sovereignty and the property rights of citizens. But, the Supreme Court decided, this is not a matter for State legislation, for, n the vigorous phraseology of Justice Holmes:

A TREATY AND A FEDERAL LAW PROTECT THEM FROM POT-HUNTERS.

Great flights of wild fowl such as the one here shown on the shores of Lake Merritt, California, are expected to become more common as the result of the bird treaty with Canada, recently upheld by the Supreme Court.

> Here national interest of very nearly he first magnitude is involved. It can be protected only by national ction in concert with that of nother Power. The subject-matter is only transitorily within the State and has no permanent habitat therein. But or the treaty or the statute, here might be no birds for ny power to deal with. We ee nothing in the Constitution hat compels the Government o sit by while a food-supply is ut off and the protectors of our orests and our crops are detroyed. It is not sufficient to ely upon the States. The reance is vain, and were it otherwise the question is whether he United States is forbidden o act. We are of the opinion hat the treaty and statute must e upheld.

QUAIL REFUGE

ON ACCOUNT OF THE SCARCITY OF QUAIL, THE OWNER OF THIS LAND, AT THE REQUEST OF THE NEW MEXICO GAME PROTECTIVE ASSOCIATION, HAS AGREED TO PROTECT THE REMAINING BIRDS UNTIL THEY HAVE HAD A CHANCE TO RECUPERATE

NO HUNTING ALLOWED

All sportsmen are asked to cooperate by respecting this sign

GOING THE LAW ONE BETTER.

These signs in New Mexico mark sanctuaries for birds that the laws do not adequately protect.

That the treaty is already earing fruit is asserted by Chief United States Game Warden George A. Lawyer, who on a recent trip visited practically every State in the Union and had an opportunity to talk with many sportsmen and game commissioners as well as to observe personally the conditions in many sections. He says that it is the feeling all over the country that the law will conserve our birds and increase the supply to such an extent that there will be legitimate shooting for all time to come. Reports from all the States and most of the provinces of Canada, he says, indicate a tremendous increase in all species of water-fowl and in most species of shore birds. Of his own observations, we read in *The Bulletin of the American Game Protective Association* (New York):

> In Ohio, where it has been claimed by some of the residents that they have no fall shooting and where they have been contending for a spring open season, they had the very best shooting last fall that they have had for a great many years.
>
> In Missouri, which has been the hotbed of dissension and where they are still strongly holding out for spring shooting, I was informed by some of the advocates of spring shooting that last fall they had the best shooting they had had in twenty or twenty-five years, and if they can only get one or two more falls like last season they would cease their agitation for spring shooting. The flight that came down through Missouri was astounding. I was informed by Mr. Clark McAdams, of St. Louis, that the sand-bar shooting, which had been practically wiped out in past years by the operation of motor-boats, had again come back through the activities of our wardens in that section. The motor-boat shooters have been put out of business and Mr. McAdams was very elated and optimistic over the result, because he told me that almost any one who knew how to shoot could go out on those sand-bars in the Mississippi River this last hunting season and get the full day's bag limit. That is really encouraging.
>
> Continuing on farther west into Washington, Oregon, and down the coast, I found a tremendous flight of birds, and on reaching California it was my pleasure to spend two days with Mr. Frank M. Newbert, the president of the California Fish and Game Commission, as his guest at a shooting club in the heart of the ricebelt section. This club is the West Butte Country Club and the members shoot only two days out of a week. That is, no member of the club can shoot more than two days, and I must confess that I never met a finer set of gentlemen in my life, or keener sportsmen. They observe the

They're Wonderfully Good Corn Flakes

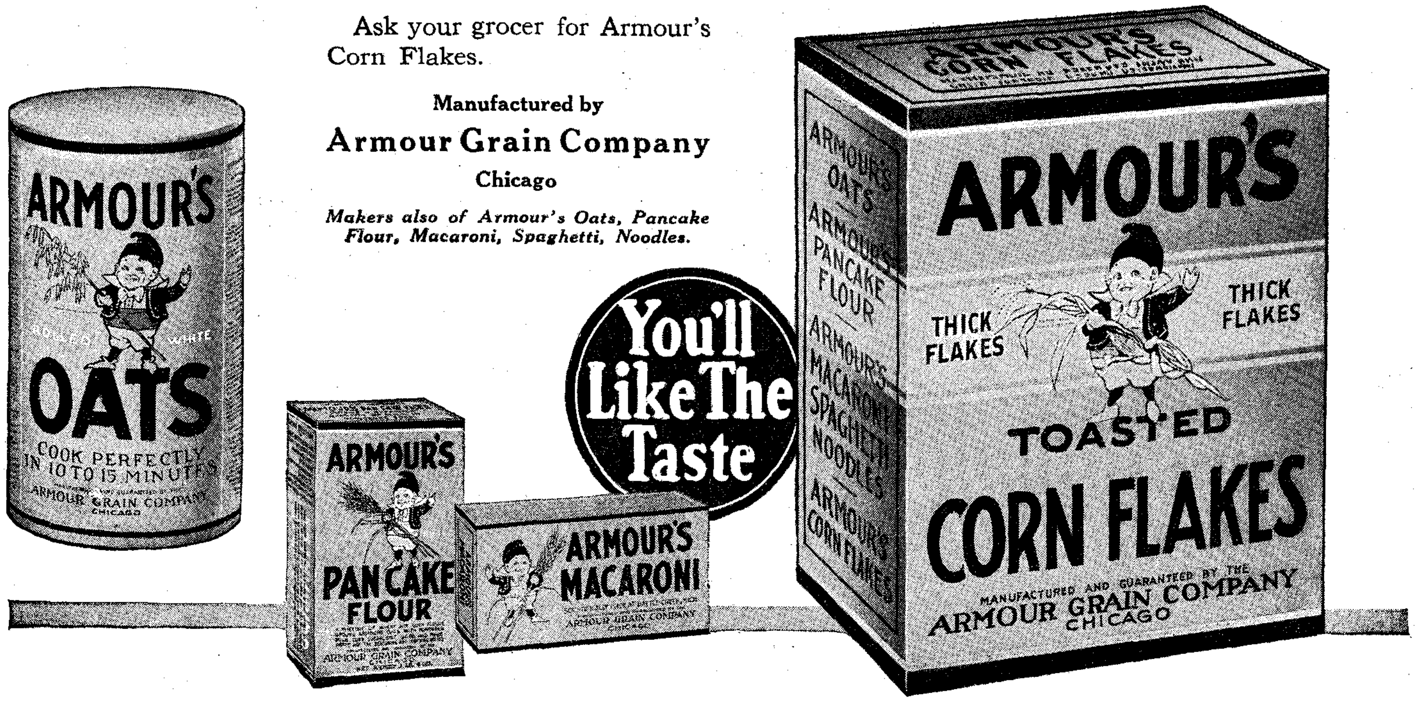
GOLDEN crisp and toasted "just right", with every flake full of sweet, natural flavor! Armour's Corn Flakes are satisfyingly ideal for breakfasts, luncheons and suppers. Very carefully packaged in our fine mills at Battle Creek, to arrive fresh and perfect in your kitchen.

You will like Armour's Corn Flakes because they never "mush down" in milk or cream. They're firm, substantial, satisfying, and yet delicately light. Served with strawberries or other fresh fruit, they are delicious! Refreshing, economical food!

Ask your grocer for Armour's Corn Flakes.

Manufactured by
Armour Grain Company
Chicago

Makers also of Armour's Oats, Pancake Flour, Macaroni, Spaghetti, Noodles.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COOK PERFECTLY IN 10 TO 15 MINUTES
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You'll Like The Taste
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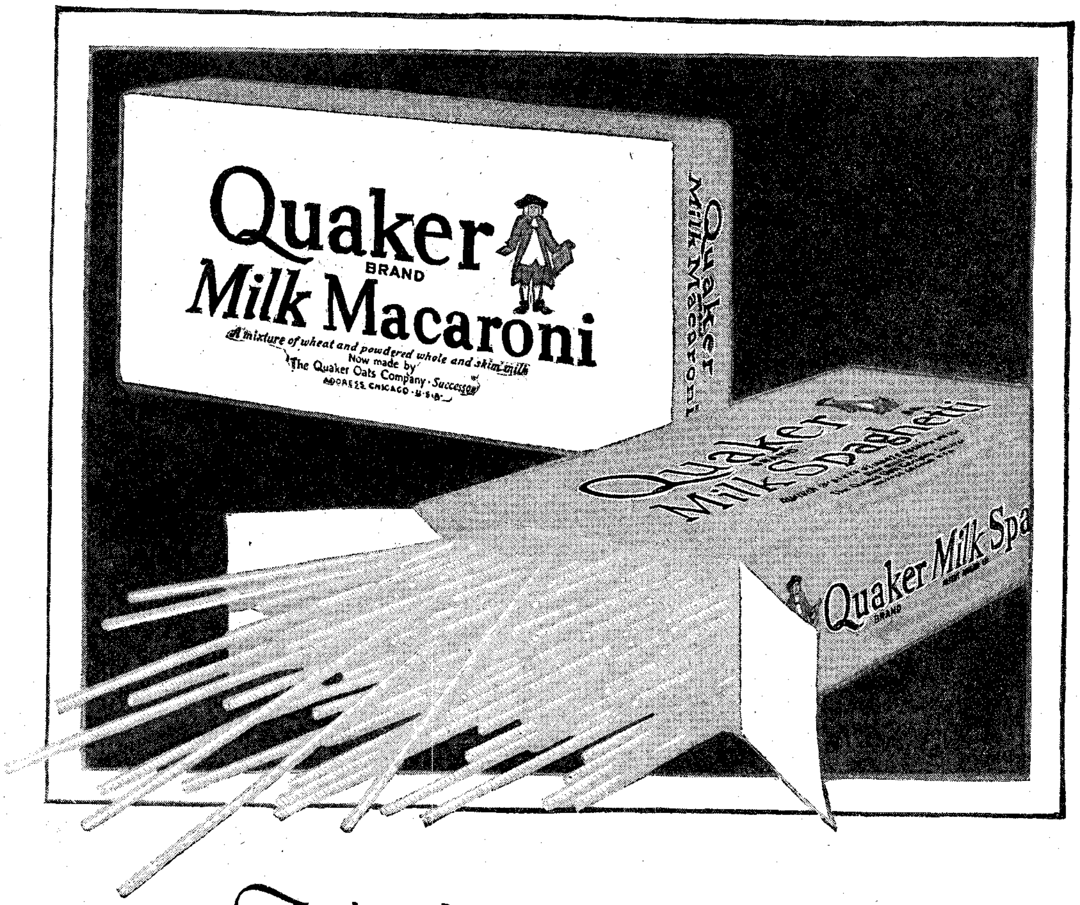
ARMOUR'S CORN FLAKES
ARMOUR'S
THICK FLAKES
THICK FLAKES
TOASTED
CORN FLAKES
MANUFACTURED AND GUARANTEED BY THE
ARMOUR GRAIN COMPANY
CHICAGO

Now try this *new kind* of Macaroni and Spaghetti



Foods ordinarily made of wheat and water now enriched with sweet and wholesome MILK

HERE are foods entirely new. You have never tasted anything like them.

Always macaroni and spaghetti have been made of wheat and water. Now Quaker has found a way to enrich them with sweet and wholesome milk.

You will notice the difference at once. A difference in richness, in flavor—like the difference between potatoes cooked in water and potatoes creamed in milk.

And a wholly new tenderness, like the dainty little tips of fresh asparagus.

Cooking experts call Milk Macaroni and Milk Spaghetti an achievement in tastiness.

But dietitians say these new foods are even more than that. They commend them as a scientific achievement—declare them to be new food values.

Your great food need

Wheat, scientists say, is rich in body-building nourishment—rich in the nutritive elements we must have—but it is lacking in one substance absolutely essential to health and growth.

This substance they call "vitamines." It is present in very few foods; meat and most vegetables are lacking in it. Your daily food problem is to get as much of it as you can.

Milk, scientists now know, has vitamines in abundance. That is why milk is such a vital food, why babies can live on a diet of milk alone.

Combine wheat and milk, scientists told us, and you will have a perfect food value—man's two greatest foods made into one.

Hunger-satisfying, nourishing —yet so inexpensive

So satisfying, so highly nutritious, is Milk Macaroni and Milk Spaghetti you can serve it often in place of the heavier, more costly dishes.

There are few foods that offer such abundant nourishment at so low a cost. And there are few foods which are at the same time so rich in flavor, so delicious.

Macaroni and spaghetti as rich and smooth as new potatoes creamed in milk—as tender as the dainty little tips of fresh asparagus! See how eagerly your family welcomes it.

Big value packages

We pack more macaroni than usual in each box. By thus saving in packing, and other costs, we are able to give you this better, more costly product at about the same price per ounce as ordinary macaroni.

The smaller box contains enough for two full family meals. The larger box is an even better value.

Ask your grocer for it today. If he should happen not to have it, write us, giving his name, and we will see that you are supplied. The Quaker Oats Company, 1106 Railway Exchange Building, Chicago, U. S. A.

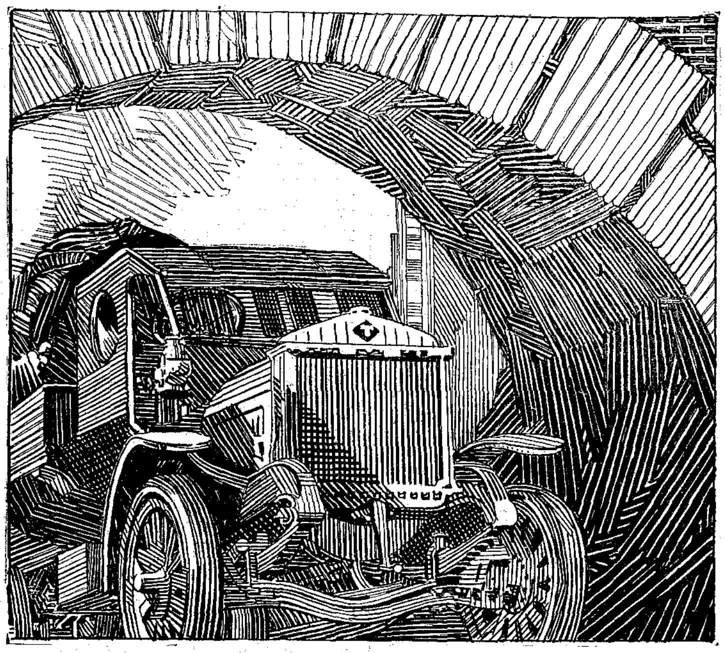
> law to the letter and to the minute.
>
> We left the club-house on the morning of November 12, and started out to get into our blind. Mr. Newbert very kindly and strenuously poled me something like four miles through the tules to get over into a splendid location where he said we could get plenty of good mallard shooting. We had hardly started when the birds began to get up. I was fairly astounded by their numbers. I never dreamed that there could be such an aggregation of wild fowl centered in one section of the country. There were literally millions upon millions of all species of ducks except the canvas-back, none of which were in evidence. There were myriads of geese and also about 1,500 whistling swans that I afterward saw rafted together in a small bay. When these birds got up you could hardly hear yourself think. As the streaks of dawn broadened into day, the sky and earth seemed to be filled with birds. They were flying only ten or fifteen feet above us and all around us—a mass of birds in every direction. I said to my friend Newbert that there would not be much fun going out and he asked why. I replied that there could be no real sport in shooting into a mass of birds like that, and he did his best to calm me and keep me quiet.
>
> Finally we reached the blind and pulled the boat back into the tules. In front of us was a little patch of water one hundred feet long and seventy-five feet across, and Mr. Newbert said: "We'll shoot only mallards and only the ones that fly over this open water. Don't shoot any of those which fly back or beyond the water." We started in, and to make the story short, we each secured our limit of twenty-five mallards in about an hour and a half and stood there in our shirt-sleeves doing it. It was the most wonderful shooting that any one could possibly hope to have anywhere in the country.

Later Mr. Lawyer went down into Texas and Louisiana and Florida, where he found the birds in great abundance, except in Florida. Of the curious fact that the birds chose not to resort in that popular State, he says:

> I was told that when the migration came south in the early fall, they had the greatest flight of birds ever known to pass over Florida. I say "pass over Florida" because I was told that the birds did not stop there and where they went no one seemed to know, but it has been claimed that an unusually large number of ducks and geese wintered on the west coast of Cuba. I am not informed as to the cause of this unusual occurrence.
>
> From my personal observations, I think I am safe in saying that the Federal game law is bringing about the desired results, and I believe that a continuance of this law will insure all the legitimate sport that hunters ought to have in the years to come. Particularly through the North and Middle West I have heard so much concerning hunting conditions in the South, and so often it has been contended that it is here the great slaughter of birds occurs and that the Southern States should be gradually restricted and given far less privileges under our Federal law than the Middle Western States or the States to the north are given, that I wish to say a few words in this connection.
>
> The thing that impress me most forcibly on my trip through the South was the scarcity of hunters. I reached New Orleans on December 12. Mr. Alexander, the genial and efficient game commissioner of the State, had planned a trip for me and had five or six of his friends ready to go along. We went from New Orleans to Lake Charles in the western part of the State, where we took the State boat for a four-day trip, going down through the bayous and canals and various lakes, examining the Gulf around Avery Island, the duck preserves, and on through lakes, canals, and bayous to Morgan City. During that four-day trip we passed through and by millions upon millions of acres of swamps and swamp-lands, of which hardly a single acre is under cultivation. The water was high and overflowed all of this marsh area so that the birds were not congregated, but there were birds there in abundance—great rafts of them. The point I wish to make is that on the four-day trip we ran across only four or five hunters, and these men were really trappers out there, for the purpose of getting furs and were carrying their guns along merely to get a few birds to eat. I mentioned this fact to Mr. Clark McAdams in St. Louis when I was there last week and he said that the same thing had impress him. For several years now Mr. McAdams has been hunting in January at Corpus Christi, Texas, and had just returned a few days before I saw him this last time. Where he was there were large numbers of birds. They were there by the thousands, and really millions, and on two particular days that he mentioned he and his guide were out all day long and traversed many miles and only came across one hunter.
>
> Now, I think that the great slaughter of birds in the South, at least at the present time, is a myth existing in the minds of a few people. There can be no doubt but that in years gone by there has been a tremendous slaughter of birds in certain sections of the South where market gunners carried on their operations, but that has been done away with. I tried my very best during the days I was in New Orleans to get a duck served to me in a good many restaurants. I went to numbers of them. No one knew me, and I did all sorts of things to try to get a duck served to me and was told it was against the law and they would be put out of business if they served ducks.
>
> The same condition prevails in Washington, where until this law went into effect you could find dozens upon dozens of people hawking ducks and geese on the street. You can not find a bird in the city of Washington to-day. I have no doubt that a few birds are shot and brought in there through underground channels and sold, but the whole traffic in birds has been reduced to a minimum so that there is going to be in the years to come no great slaughter along those lines.

THE COURT-HOUSE CAT EATS UP THE MAYOR'S TULIPS—What is a mayor that a cat should be mindful of him, and who is a man in brass buttons that he should cause terror in a feline breast? The Mayor of New York loves tulips in the springtime, and it is an amiable weakness that gives joy to the populace, even to the dumb beasts of the city. But when other duties prove pressing, Mayor Hylan can not keep watch of his tulip-beds, and recently on such an occasion a critical situation arose, which is feelingly related in *The Sun and New York Herald*. It should perhaps be stated that "Red Mike" is a pet name by which the Mayor is sometimes affectionately designated when he is absent. As we learn:

> Anatole France, dean of the County Court-house cats, responding to the vernal urge, fared forth upon City Hall Park yesterday afternoon. It was more than curiosity that inspired Anatole's peregrination. His feline instinct and his experienced nose informed him that spring was upon New York, and just outside there lay neat beds of delicious tulip and crocus shoots. And Anatole France knew that for a cat there is no more healing herb nor inspiring tonic than the tender taper of the early tulip bud.
>
> So Anatole France sallied forth from the Court-house basements and disposed himself on the soft green tulip heath between his residence and the City Hall. With delicate attention he inspected a dozen buds, and then, finding one to his liking, daintily nipt it free and munched.
>
> Anatole France was washing his exceedingly dirty face and neck when Policeman Imperial, stationed at the northwest corner of the City Hall, saw him.
>
> "My gosh, his Honor's tulips," groaned Policeman Imperial, as he dashed toward the scene of vandalism.
>
> A considerable crowd gathered, but Anatole France, wholly unconcerned, went on munching the delicate tops of the buds and, between lines, yawning pinkly. The policeman smote upon the iron railing around the plot, and abjured Anatole France to desist, come forth, and begone. Anatole France helped himself to another tip of green. Imperial took a wallop at the cat, not to injure but to frighten, but the cat merely yawned. The crowd had grown to large proportions and wit developed.
>
> A nice little old lady in black injected herself in the argument.
>
> "Policeman," she cried, "don't you touch that cat. I'm an officer of the Cruelty Society and I'm fond of cats especially. Don't you touch him or I shall have to arrest you."
>
> "Madame," groaned Imperial, "for all I know I'm no longer a policeman. If a certain high city official who is particularly keen on them tulips was to happen along now, I'd be hunting a job, and there ain't no cat can get my shield off me, especially with living this high and strikes and—"
>
> "Call Red Mike," suggested one comedian in the crowd. "Call Red Mike and let him and the cat have an understanding."
>
> "Hey, cat!" shouted another, "the Mayor of New York will make you the subject of a statement when he hears this and, believe me, that statement will cripple your whole progeny. You'd better beat it."
>
> "Get Dave Hirshfield," cried a third. "It will give him a chance to investigate the Bide-a-Wee Home. There's something back of this here outrage."
>
> But in the meantime, Anatole France had had his fill of spring greens and had gracefully minced his way back to the Court-house steps. For a brief moment he distainfully gazed upon Policeman Imperial, favored the crowd with another pink yawn, and disappeared. And Policeman Imperial retired, hoping that his tulipsome commander-in-chief had not seen.



DIAMOND T TRUCK

—in addition to Diamond T,

MULTIBESTOS
BRAKE LINING

is used as factory equipment on the following motor cars and trucks:

✓CHECK YOUR CAR ON THIS LIST

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BIRDS, BEASTS AND TREES
Continued

"BOBBIE YANK" NUTHATCH AND A FLICKER FAMILY

IT began on Thanksgiving day, all over a piece of suet tied to the balcony post, and the friendship so auspiciously established between Katrine Blackinton and the White-breasted Nuthatch was cultivated by little devices and encouragements like sunflower-seeds and nut-meats put in appropriate places. She tells us in *Bird Lore* (Harrisburg, Pa.) that as they have been on speaking terms for over a year, she now addresses him familiarly as "Bobbie Yank." Their relations, however, are seasonal, she admits, for as they sing in "Ruddigore,"

> Duty, duty must be done,
> The rule applies to every one.

And Bobbie Yank has paternal obligations to meet. But Miss Blackinton explains the situation fully thus:

Of course, spring and summer find him with intensive family duties on his hands (at which I lay a wager he is no slacker), and, with at least two batches of husky youngsters coming on to be sheltered, fed, and taught, what time, I would like to ask, has B. Yank for as much as a thought of his winter pals? Why, I have it on the highest authority that he passes Downy and Chickadee, on whom he dotes in the cold months, without as much recognition as the turning of an eyelash—rushes right by them with such rude haste that our Alice-in-Wonderland Ears and Whiskers Rabbit would feel obliged to pause and raise a monocle of astonishment. So I need not feel that he singles me out for personal slight, and when I tell you that he really did call on me during his rush season, won't you understand how honored I felt?

Last July, as I was giving the garden a good 'hosing' after a very hot day, I heard a familiar yank close to my ear, and, turning, saw my friend, his wife, and five children on the trunk of a young black walnut at the garden's edge, only a pace from where I stood. If the most distinguished man in the world had made a pilgrimage with his family to see me, I couldn't have felt more 'set up.' There were the proud, sleek parents and their five overgrown, fluffy youngsters, a study in blue-gray! Their father's look told volumes: "Well, here they are! And a fine-looking lot, if I do say so. I'll tell you a family like that represents work. Now there's just the feeding alone—many's the time I've gone to bed hungry after a hard day carrying grubs to those children, and the worst of it was, you positively couldn't fill them!" Of course, his manner was bristling with *ego*, but who could blame him? Certainly not I, as I stood spellbound with admiration watching those young black-capped, blue-grays imitating their parents. I wouldn't have given a cent for the life of a grub in that tree, with those lively, new, inverted grub-enthusiasts carrying on their bill-driving campaign with all the pristine vigor of youth.

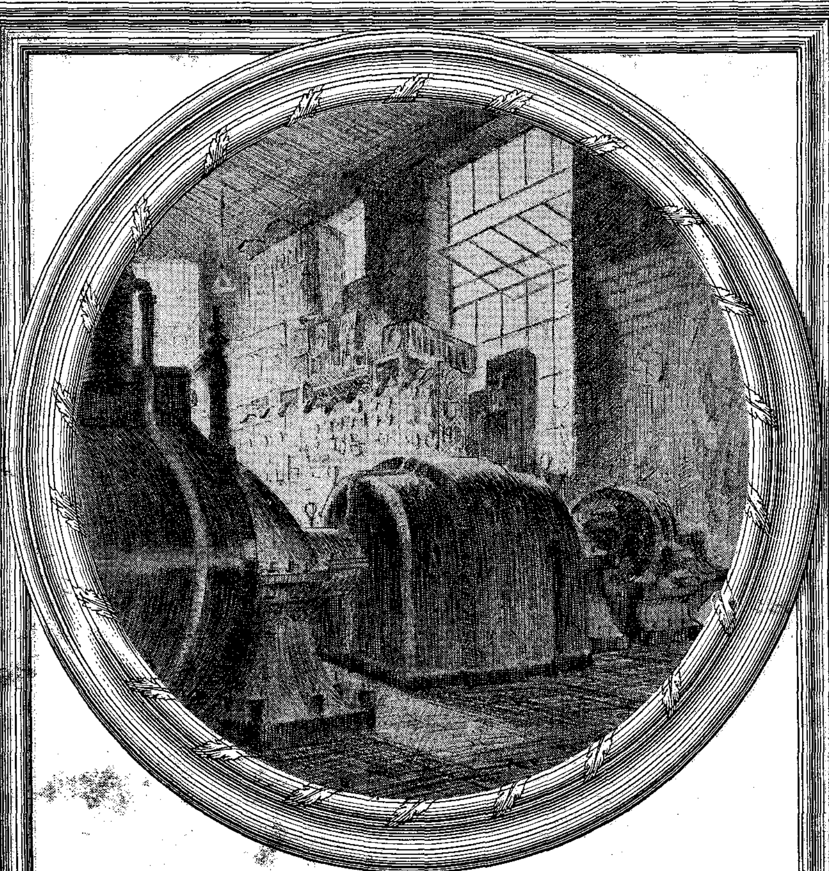
Months intervened before I next saw Bobbie, and then in the company of a male friend, which prompted me to draw the conclusion that he had set up bachelor's apartments for the winter. Upon my first glimpse of him I put some nut-meats on

BIRDS, BEASTS AND TREES
Continued

the upper balcony and just inside my bedroom window, and waited. The balcony meats made a prompt disappearance, and then, sure enough, in he came—very cautiously at first—hopping over the window-sill with his individual zigzag hop, and changing his yank, yank as he entered into a subdued colloquial tone which Mr. Chapman has well described as his 'conversational twitter.' Later on, when the nuts appeared, not only on the floor but on the furniture and in unexpected corners, Bobbie made his entrance by flying from the balcony-rail on to the corner of the dressing-table, which stands between the two long French windows, and there he took a survey in order to decide which lunching-place gave the best promise. These visits often came at about seven o'clock in the morning, and I could watch him from the vantage-ground of my bed. The steady stream of conversation which he carried on with himself, under his breath, interested me almost more than any other cunning wild thing about him. The more acquainted I grow with this altogether fascinating bird, the stronger is my impression that he conceals an adventurous spirit behind that matter-of-fact mask of his. Every new device for feeding that I put out he is the first to approach, and one sunny day I sat in the open window of his room with a nut-meat riding on the toe of my shoe, foot extended. He came hopping in very cautiously, looking at me with head on one side, his bright eyes questioning my face, plainly saying, "Will you keep still? Really, will you?" Then in a most casual way he grasped the nut and made off with it in no undue haste.

Another outstanding quality of Bobbie's is his great love of playing to the gallery. Give him an appreciative audience and he is made. One day I sat down at my desk to write, glanced out of the window and saw Bob all tucked into the corner of the seed-tray of the Packard feeding-station on his favorite maple, obviously settled for a luxurious siesta after a large meal. As soon as his eye caught mine he gave himself a quick shake, assumed the defensive attitude of a man who has been caught napping, but won't own it, moved out into the center of the tray and made his bill fly in all directions like a person vigorously using a broom, scattering seeds to the winds. I rapt on the window and shook my finger at him, mentioning Mr. Hoover's name. He stopt an instant, then went at it again with all the recklessness of a drunken sailor on first shore-leave after a long voyage, and "a fig for your Hoover!" in every motion of that active bill.

And now I have come to an interesting psychological fact about Bobbie. I have in my room a plaster Barye lioness standing out rather large and white against a mahogany bookcase. Bob has taken nuts from every piece of furniture and every object in the room except the lioness; he has never touched her, but on two occasions has taken nuts from her pedestal. I thought I would force the issue by putting a very large nut-meat (he is especially weak about large ones) in her jaw and not a fragment anywhere else in the room. That day I was putting a shining new coat of paint on our east enclosed veranda, which we use as a breakfast-room, when I heard the worst clatter—a perfect din—out on the east maple. It had the scolding note of the Robin at his most excited moments,



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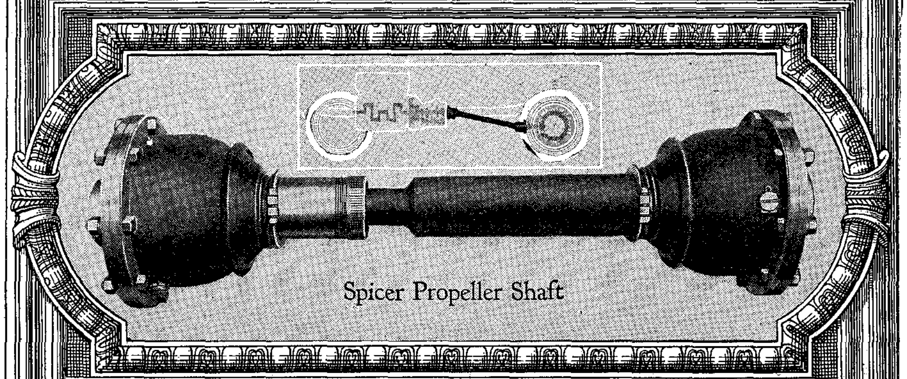
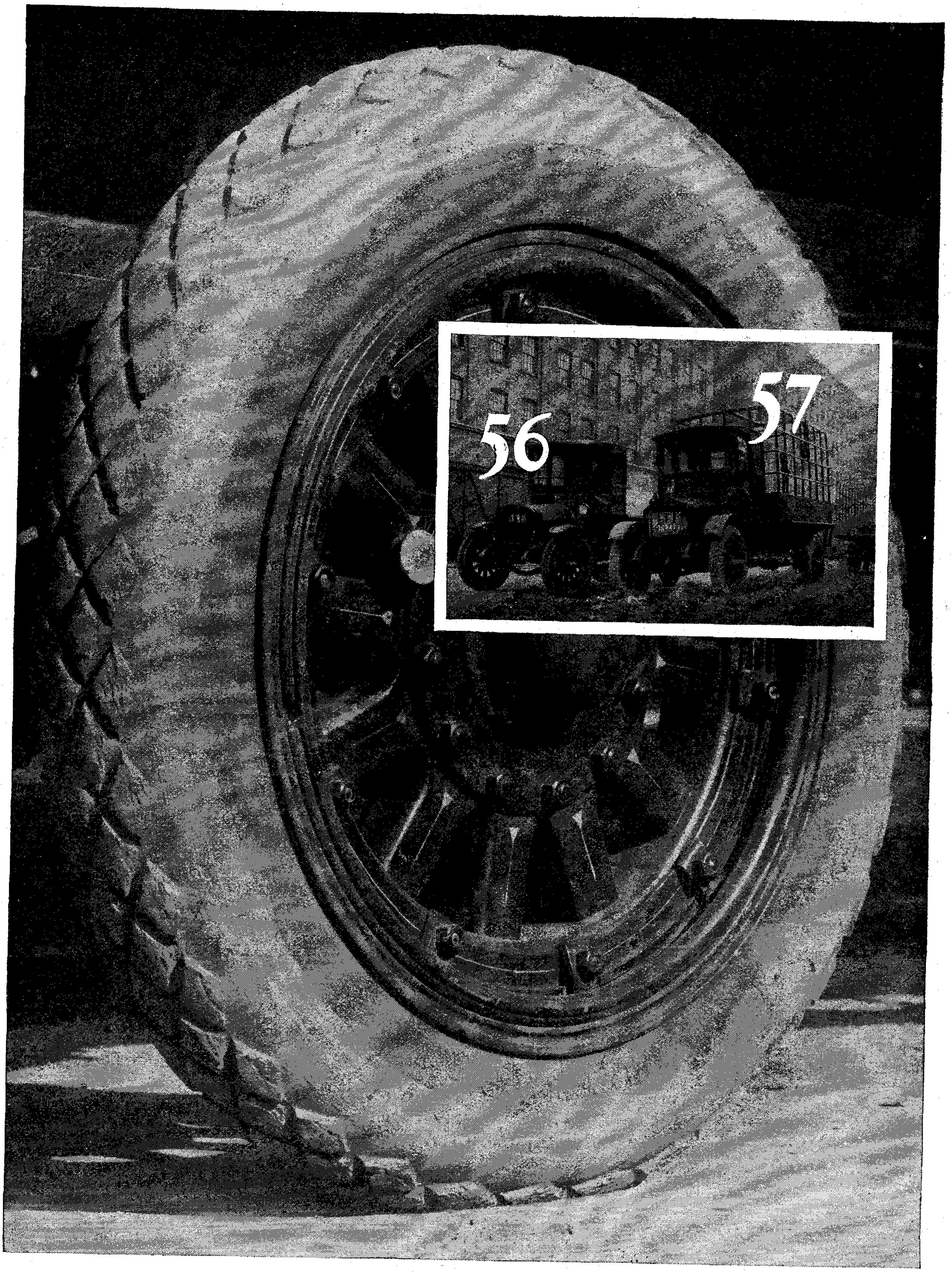


Spicer Propeller Shaft



Larger photograph: One of the big Goodyear Cord Tires used in a five months' comparison with cushion (semi-solid) tires which was made by The Liquid Carbonic Company, Chicago. Small photograph: The two trucks compared, No. 57 on pneumatic tires and No. 56 on semi-solid tires

Copyright 1920, by The Goodyear Tire & Rubber Co.

GOODYEAR

The Economy of Pneumatics in Plain Figures

The Liquid Carbonic Company, at Chicago, has kept daily records for five months of the operation of truck No. 56, shod with cushion (semi-solid) tires mounted on resilient wheels, and truck No. 57, entirely equipped with Goodyear Cord Tires. The two trucks were of the same capacity. Although the cushion type of truck tire is more yielding and active than a solid tire, truck No. 56 covered only little more than half the mileage negotiated by No. 57 on Goodyear Cord Tires and its operating cost exceeded that of the pneumatic-equipped truck by 5.2 cents per mile. The recapitulation below shows the wide margins of saving in favor of the Goodyear Cord Tires.

	Truck No. 56 (Semi-solid tires)	Truck No. 57 (Goodyear Cord Tires)	Difference in favor of Pneumatics
Number of days operated	128	126	Due to service conditions
Miles traveled	3750	6181	65% increase
Miles per gallon of gasoline	6.7	8.33	24% increase
Maintenance and repairs per mile	$ .012	$ .009	25% saving
Labor cost per mile (drivers)	$ .141	$ .104	26% saving
Operating cost per mile	$ .383	$ .331	13% saving

When reduced to simple figures in a cost record, as above, the superiorities of pneumatic truck tires are quite as impressive on paper as they are on a busy city route or rolling continental highway.

Every virtue by which the pneumatics increase motor truck capacity for work, receives its utmost complement of strength from Goodyear Cord construction which thus affords the basis of extreme hauling economy.

Further ledger proof of the truck savings effected by pneumatics through removal of the restrictions imposed by solid or semi-solid tires, can be secured from The Goodyear Tire & Rubber Company, Akron, Ohio.

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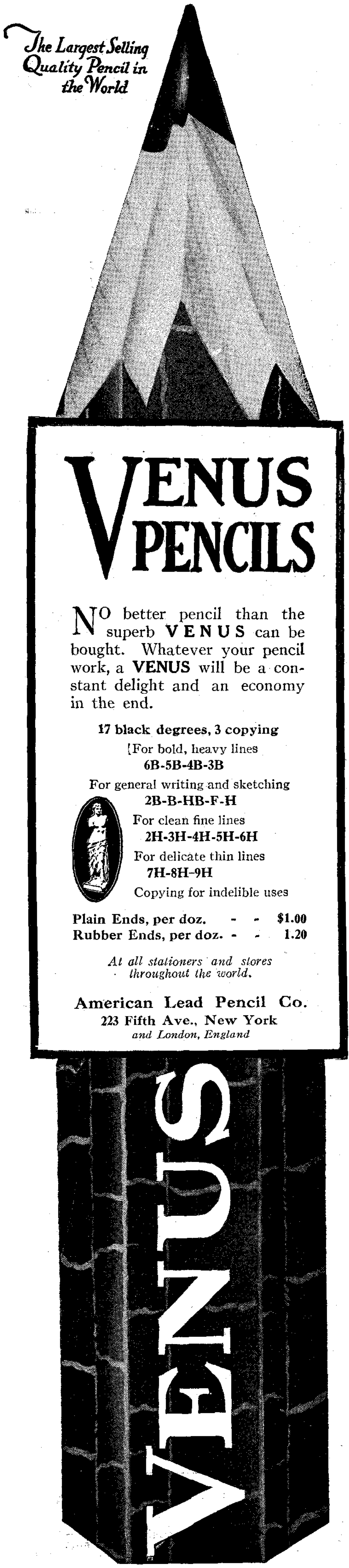
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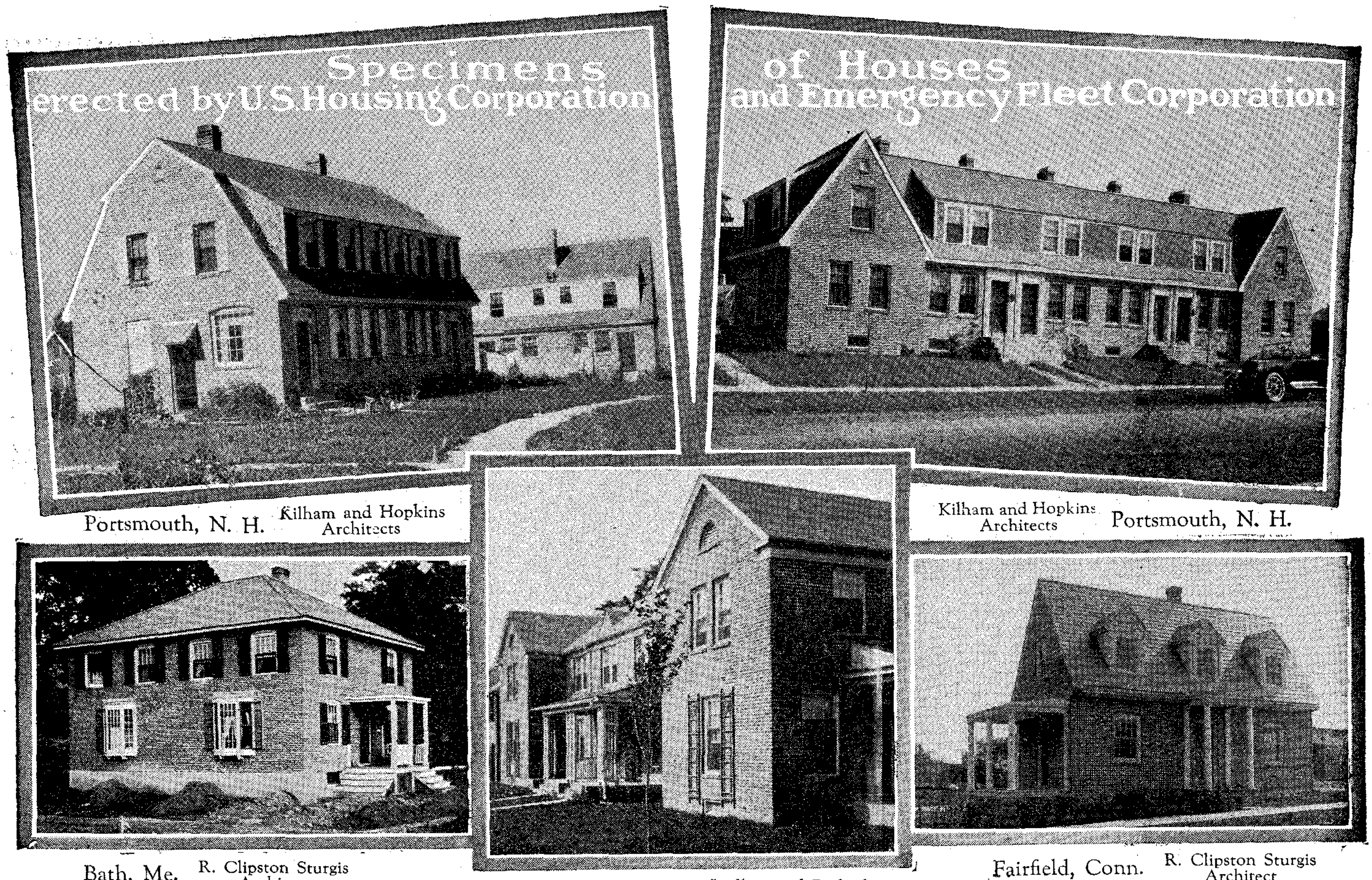
BIRDS, BEASTS AND TREES
Continued

combined with the blatant quality of the flicker. I saw, to my amazement, that it was Bob, single-throated, and the rating was unmistakably directed at me. At the moment I entirely forgot the lioness incident, and went out in all sincerity to find what was wrong. As I approached he threw off his challenging attitude like a flash, dodging around the bark of the tree, assumed his most businesslike grub-searching expression—"positively not a moment to spend in conversation." Not until I had resumed my paint-and-brush activity did the picture of the nut in the lioness's mouth come to me. So that was the cause of this outburst of unparliamentary speech hurled from the maple, and then it came to me that, sandwiched in between anathemas, I had detected something to this effect: "I'm not going to fly into the jaws of death for you or any other woman! My mother told me at a tender age to recognize that combination of lines as cat, than which bird has no worst enemy." Now if somebody who has studied bird psychology would explain this little quirk of Bobbie's, or at least advance a theory, I would be grateful.

I held out about the nuts until the following day, when he came to meet me as I approached our front door after a marketing trip. He flew from the west maple, lighted on the top of the spindle of the lower blind nearest me, came down the spindle as he comes down the trunk of a tree, inverted, head up and his "conversational twitter" transformed into a genuine teasing tone! Could any one resist such an appeal? And now do you wonder that my window stands open in all kinds of weather, and that I cast aside such frills as curtains that blow and shades that flap, in order to receive every winter such a delightful guest?

The romance of another bird and his family cares are sympathetically related in the same periodical by Anna Rogers Roberts. But this is a Flicker. Says the writer:

> Insistently he screeched as he sat on the lower limb of the white lilac. Over him towered the giant elm which had been the home of his kin for more than a generation. Its broken sky-line had once been continuous; its diminishing shade had few other causes than the activities of this same proud and beautiful bird. Deep holes, dug first into one branch and then another, had caused limbs to decay as they filled with water, swelled with freezing, loosed with cyclonic winds, until a still day saw havoc, and a quiet night witnessed destruction.
>
> But little cared he, this bird with the powerful bill, red crown, black crescent, flecked breast, yellow wings, spotted back, and bristling tail. He had just finished a long journey and he wanted to clean—then eat. But that cleaning! Did you ever watch a flicker dress? No dandy takes more pains. Every feather is made to shimmer as gold of sunset through lace-leaved trees. He feels no hurry; he loves detail, and in his businesslike manner you detect a purpose. It took him an hour, and then came—at least it seemed to me—an act of human intelligence.
>
> Trees were leafless, tho sap was mounting. He flew to the topmost limb of a large walnut, and I know of no other way to express his attitude than to say he studied the situation. This way and that he looked. For one of less courage, the prospect was cheerless. Bare trees and bleak earth. But that fierce eye looks and looks, that powerful head turns in every direction. Finally his decision is reached. Straight to the tower he flies, and the roll of his tattoo on the thin spouting rivals the snorting engines two squares away. Who can compute the number of motions the long bill makes as the strident noise continues? He is terribly in earnest, he must make her hear! An old lamp-post with a metal shade is attacked next. Its rattle suits, for there he stays two days, hammering and screaming almost incessantly. You wonder when he eats. Then—over the hill, Harmar Hill—a yellow blur! No—two—and he has company. Royally he greets them; they are his own, tho strangers an instant gone. Their *yicker, yicker, yicker* is the sweet prelude of their joyous homing season. Best of friends, they feed at a common table, such as it is—the damp smoothness of the faintly green-tinged flats. For several days they play, hunt, and share their findings with each other.
>
> Then the time approaches for the trials of skill for the possession of the beautiful lady. First, the trial by flight. From bush to tree, from flat to height, from ground to tower they fly, scarcely lighting. One day—two days—even into the third day, the winged battle continues. Neither rests while she watches. The high, magnificent sweep of the first day becomes lower and heavier on the second, and you are relieved when darkness falls and the tired wings fold for the night. The third day, the unfeeling lady calls a halt, and new tests are proposed—quiet ones—strutting, bowing, spreading the feathers, twisting the neck, ogling the head, beating a tattoo, playing hide and seek round the trunks of the Japanese cherry, the silver birch, and the elms. Then one flies away to become a winner elsewhere and the other two think of a home.
>
> To last year's haunts they go. The English sparrows had found that long, deep hole and filled it with chicken feathers, moss, sticks, strings, etc., and the two birds work hard at house-cleaning for several days. The falling trash testifies to their industry. The theory that nests are used but once is not true of all birds. I have, repeatedly, seen a nest, such as borers make, used the second time. The glossy, white eggs, for which such elaborate preparations have been made, lie snug and safe in this dark, warm hole, and a new task confronts the husband. Patiently and unceasingly he bestows his 'flicker' care on the chosen partner of his toils. She calls him to take her place when she needs air, food, and water—and he always answers. The purple flush of incoming day invariably brings him to her, with the caressing *yicker, yicker, yicker* of his love-song. Little they think of tragedy, of disaster, as they wait the day when shells burst and tiny, wet bodies press against them, opening huge mouths blindly and awkwardly for nourishment.
>
> In due time five move and eat. Father and mother fly away for another morsel, when, without warning, the limb falls, breaking into fragments as the soft wood hits the hard earth forty feet away.
>
> A still, cloudless day it is, and I was watching the excitement and unusual activities of the parents, thinking the mother's patient wait was over. Going to the spot, I picked up the five fledglings, now dead, and was wondering what to do, when I heard a whir, a scream, and another and then another! Where once had been all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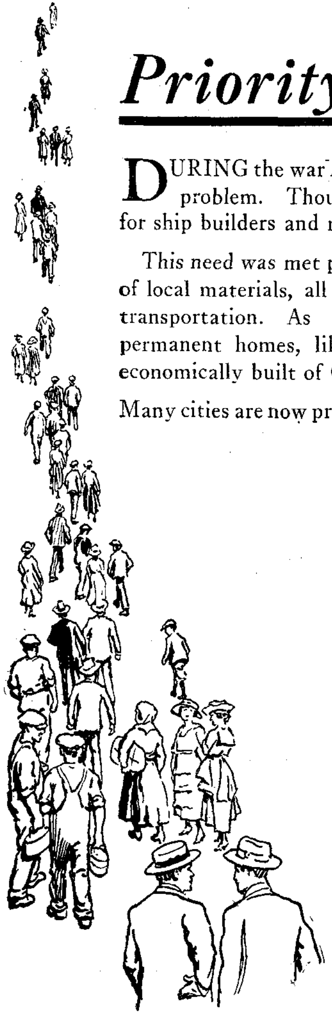

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DURING the war America faced the world's greatest housing problem. Thousands of permanent homes were needed for ship builders and munition workers.

This need was met promptly and sensibly by the broadest use of local materials, all of which were given priority in fuel and transportation. As a result, thousands of good-looking permanent homes, like these shown here, were quickly and economically built of Common Brick.

Many cities are now profiting by this great emergency experience. Local-made brick is being used to meet the housing need, not only for the day but for a century hence. Brick houses last and are rarely burned when built in groups.

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Housing is as much a peace-time essential today as it was a war-time essential in 1918. Give construction a chance by using the most accessible and economical of materials—Common Brick.

As a practical aid for the home builder we have prepared "BRICK for the Average Man's HOME," showing thirty-five attractive houses, all of the modern type of fire-resistive Common Brick construction. Working drawings available for each house. Book shows floor plans, estimates, two color exterior views, etc. Sent postpaid for $1. For the contractor, "BRICK—How to Build and Estimate," special edition, 25 cents.

This National Educational Campaign is sustained by the Common Brick Industry of America. Address the Secretary-Manager, 1314 Schofield Building, Cleveland, Ohio, U. S. A.

For Beauty with Economy build with Common Brick

BIRDS, BEASTS AND TREES

Continued

> was now nothing, and they could not understand. Up and down the ugly, gaping tree-wound, over it, around it, they go screaming and screaming. Gone for a moment, then back to repeat the hunt! For two days this continued, then a few days of dispirited loneliness, and then a new limb is selected, a new hole is made, and this time quickly, for summer approaches high tide, and once more glossy, white eggs are safe and snug in a warm, dark hole. Again the long wait; once more there are little ones to feed; and then, after a while, one baby head, and then two, three, four, and five, peep out. Later five speckled birds sprawl flappily among the elm-leaves.
>
> When old enough to take down to the flats where the coveted ants abound, they made a charming picture—this flock of seven. They were always together, and I could sit close to them and witness many a cunning play. They loved our old home, with its wide-mouthed chimneys and long water-spouts on which such glorious "music" could be made. One used to hang on the kitchen screen where I put suet for him. A newsboy hurt one, and I cared for his wound. Another lost his way in one of the chimneys and my husband tore the gas-fixtures out to rescue him, and had hard work to hold him so his strong bill did no damage. We stroked and petted him awhile, then released him, and his Indian-like yell as he spread his lovely wings was a song of triumph.

SCRAPING ACQUAINTANCE WITH THE DOUR AND PRICKLY PORCUPINE

As a bosom companion the porcupine is said to be a complete failure. Nobody ever seems to want to cuddle him—it simply isn't done. But he has his fine points, nevertheless, and we are assured by a writer who has exchanged neighborly visits with him that while he can not arouse affection, he does command respect for his fearlessness and surly determination. He does not shun publicity, but is "as indifferent to your existence as he is to a lynx's or a bear's, and is a lion in the path to everything that walks." In *The Christian Science Monitor* (Boston), Lloyd Roberts tells of a mid-morning in the New Brunswick wilderness when the grumpy little beast first sought him out. Mr. Roberts's companion happened to be alone in the tent when the porcupine arrived, and, we are told:

> Without knock or scratch, in he came through the back flaps and, raising his quills, demanded grub. My companion had never met his like before, didn't like his attitude, and choosing discretion as the most convenient impulse, hurled the scissors at his head and fled. I was cutting fuel at the foot of the glade and my interest was immediately aroused by the report that a wild beast had invaded the tent. By the time I was there, however, he had made up his ponderous decision that there was nothing of interest lying about, and was slowly making his exit by the front door. I stept politely aside to let him pass, but do you think he would deign so much as to give me a glance!
>
> A few weeks later we met him again. I was standing to my knees in the center of the Tinkettle, when he pushed through the dense tangle of alders and birch and started diagonally across the stream in a bee-line for my legs. His own stubby limbs could just about touch the bottom, and his gray-black back was half awash as he paddled along. He evidently was too short of sight or else too preoccupied with his own peculiar affairs to notice a mere human in the path, and I enjoyed the joke immensely. That is, at first I did. As he came steadily nearer, his small jetty eyes immovably fixt, I began to take a sympathetic interest in my bare legs. It was all right to be on intimate terms, but you didn't exactly want him to rub up against you, kitten fashion. Perhaps he was bluffing, just as I was, but any way he won. When I saw him within five feet I decided to break the silence, and gave a sharp whistle. Now, did he start or puff himself out or come to a stop, as any well-behaved creature would under such circumstances? No such vulgar emotion for him. He simply swerved half a point to starboard so as to clear my bows by a narrow margin, and plodded steadily on.
>
> "I admire your nerve, old fellow," I said aloud. But even that brought no response. After all, a common coon or even a woodchuck makes a more amiable companion.

But for all his vaunted austerity, it seems that the porcupine is both greedy and inquisitive, and is not precisely nice in his tastes. We read that he goes into every deserted lumber-camp or stable he can find agape, where "he proceeds to dine luxuriously on empty fish-boxes, broken harness, mangers, or what not," for—

> All that he demands is that the object retain a trace of salt or grease or other long-lost delicacy—and he falls to. In one old camp there was a grindstone gnawed until it looked like a half-consumed pie. No doubt the lard used in the winters of ax-sharpening had soaked deep into the soft sandstone. But no one but a porcupine would have gone quite so far as that. His teeth must have looked like needles by the season's end. And as for the long, narrow portage trails and corduroyed lumber roads, he is the most frequent traveler you will meet on a day's journey.

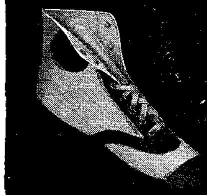
On another occasion Mr. Roberts and his companion had pitched their tent on Merchants Lake in the Algonquin Park, and were in process of "rustling grub," when his comrade caught him by the arm, whispering, "See coming down the tree! Is it a bear?" And the writer continues:

> It was a porcupine, of course, but as the tail first made its appearance as the creature backed down the trunk, the mistake was not surprizing—at least would not have been if bears had tails. We stept over for a close-up inspection. The chap by that time had his hind legs on the sward. There he stopt, eyed us intently for many seconds, and decided to continue his supper at the top of the tree. Slowly, with the utmost deliberation, he began to retrace his course, clutching the bark with his sharp-nailed forepaws and hunching himself upward like a boy shinnying a pole. When he was well on his way we returned to the frying-pan and its sizzling contents.
>
> "He must have a poor conscience—for a porcupine," I explained.
>
> We heard him come down with a thump, around midnight, again startling my comrade, who was having his initiation into wilderness ways.
>
> The following summer the first night out he tried to get even with us by pushing the tent over. We were awakened by a bulky object bulging the silk exactly over our faces. I was half amused, half exasperated, and, sticking my head through the flaps, shouted: "Here you, beat it!" Of course it was slangy and rude of me, but the visitor took the hint and "beat" it.
>
> A few days later I wreaked my revenge on one of his forty-second cousins. This cousin was intercepted in a clearing on Lake Louise. He was only a youngster, but seemed just as seriously busy as his elders. I placed the flat of my paddle gently, but firmly, across his hunched-up back, and thus brought him to a standstill. At first his remarks were pointed, if not audible. But when he found, after a few blasé attempts, that he was still a prisoner, his pent-up stoicism burst forth into a couple of plaintive squeaks, and I discovered for the first time that he had a voice.
>
> Indeed he has lots of voice (nature-fakers, please note). One afternoon I was struck by a wail from the forest just behind the tent. Not recognizing the noise, altho temporarily labeling it woodpecker through a rough process of elimination, I started stalking it. Whenever I would draw near, however, the sounds would cease. True, I saw a big porcupine high up in the forks of a tall poplar, but dismissed him from my thought. Who ever heard of a porcupine wailing like a baby? Later, however, when a second porcupine appeared in a neighboring tree-top, I could only conclude that it knew more about the habits of porcupines than even I did, and it was none of my business anyway.

HUNTING THE SEA MONSTERS WITH THE ARCTIC ESKIMOS

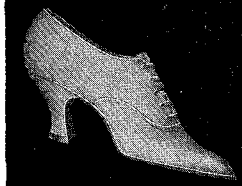
Four or five walrus were asleep on a pan of ice, so the Eskimo paddled his kaiak softly. Approaching from leeward to keep them from scenting him, he reached the right edge of the ice, and turned left, increasing his speed to add force and momentum to his blow. When close to the walrus, he grabbed his harpoon from the deck, drew it far back over his right shoulder, and sent it with all his might into the back of the nearest walrus. The battle was on. Quick as a flash he seized his paddle again as the black mass of flesh jumped convulsively and rolled toward him. He hoped to avoid the impending splash and the possible capsizing of his kaiak. To the horror of the onlooker, Donald MacMillan, the explorer, who tells the story in *The Open Road* (Boston), the Eskimo's paddle snapt in his hands. "He's gone!" thought the explorer to himself. But in another instant there was Oo-bloo-yah dashing out of danger, vigorously plying one of the broken ends. "The drag and sealskin float were jerked from his deck and went bounding away over the surface. I knew by this sign that the harpoon had reached its mark and that he had won." Of his own introduction to this dangerous sport, the writer says:

> I shall never forget my first encounter with walrus—it left with me a very



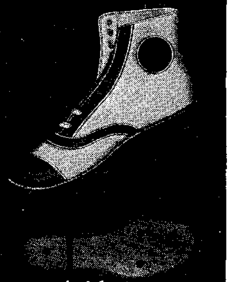
Sportshu

All its name implies in appropriateness, and much more in wear. All sizes: $2.00 to $3.00, depending on size.



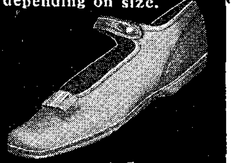
Vassar Oxford

A smart, shapely shoe with a light, durable sole—it lasts as well as it looks. $4.00.



Athletic

A suction sole for lightness, fine workmanship for hard sports-wear for all ages. $2.25 to $3.25 depending on size.



Fenway 1-Strap Instructor Last

A quaint little shoe for a good little girl—it wears and always looks well. $1.75 to $2.00, depending on size.

Why not give your feet a treat, too?

Outfit the whole family in Hood Canvas Footwear. So light, so stylish, so graceful—yet built like Hood Tires for wear

YOU put on a straw hat to take the load off your mind. You put on light clothes for their comfort and coolness.

Why not give your feet a treat too? Why not feel this summer as you used to feel when you put on those canvas shoes?

HOOD Canvas Footwear will give you that same youthful feeling—and with it all the satisfaction that comes from wearing stylish, shapely, well-built shoes.

There's refreshment and new energy in every pair; every hour that you wear them your feet will give thanks.

And so will your pocketbook, too.

No other canvas shoes are "steam-welded" like Hood Canvas Footwear.

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CANVAS FOOTWEAR

Ask your dealer for the Tire Process Canvas Footwear

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WATERTOWN, MASS.

BIRDS, BEASTS AND TREES
Continued

healthy respect for this formidable-looking brute. As assistants to Admiral Peary on that memorable and successful polar trip, each of us, when we arrived at Whale Sound, was placed in charge of a whale-boat and an Eskimo crew. A herd of walrus was sighted, asleep on a pan of ice, and I was called upon to make the attack. With Borup and Bo's'n Murphy as assistants and a good crew of harpooners and oarsmen, I headed for the herd, quite unsuspecting and almost entirely ignorant as to the proper procedure. We knew enough, however, to caution the Eskimos not to talk, to muffle their oars, and to pull with short strokes.

When we came within one hundred yards of the herd I whispered to Murphy to take the steering oar, while I crept for'ard with my .351 automatic Winchester and crouched in the bow beside Borup, who was clutching his powerful Mauser. Up to this time the black mass of flesh before us had not moved. All were sound asleep in the warm summer sun, with bellies filled with newly dug clams. Finally, one big bull slowly lifted his head with its massive tusks and calmly surveyed the approaching boat. We expected him to give the alarm to his sleeping family and be off; but no, with a don't-bother-me look upon his face, he dropt his head for another nap. I confess that this was a bit of a shock to our courage. "If that's the way he feels about it, perhaps we are near enough," I thought to myself. However, we continued sculling until we were within a few feet of the sleeping bodies, so near, in fact, that I motioned to the Eskimos crouching behind the rail to throw their harpoons. They vigorously shook their heads and said, "*Id-li*, *Id-li*" ("You, You"), which evidently meant for us to shoot.

Two of the huge beasts were now fully awake, with heads high in the air.

"Take the one to the left," I whispered to Borup, while I took careful aim at the one at the edge of the pan on the right.

At the double report both dropt their heads.

"Got him!" Borup yelled, and swung for another, wriggling toward the water.

With automatic action and plenty of clips on the for'ard thwart, we were able to sweep the pan. After such a stream of bullets something should have been dead, but to our complete surprize one walrus after another rolled over and fell into the water with a tremendous splash until not a single one was left!

"What do you think of that?" Borup exclaimed.

Our chagrin was short-lived, however. The words were hardly out of Borup's mouth when up popped long, white tusks, and red-eyed, bewhiskered heads all around us! The wounded from the pan had communicated with their fathers, mothers, brothers, and sisters feeding on the bottom that they were in need of help, and here they were. Great Heavens—What a mob! Enraged clean through and saying so!

"Gee! They're coming!" Borup shouted, and reached for his cartridge-box. Pandemonium doesn't begin to express what followed—a raucous battle-cry from at least forty throats, the ugly faces constantly breaking water, the roar of the two rifles, the terrifying yells of the natives, the pounding of the rails with oars, the throwing of the harpoons and lances, the tangle of rawhide lines, floats, and drags in the bottom of the boat! If blood ever tingles, it tingled then! One big fellow even came up under the barrel of my rifle and hooked his tusks over the rail! Fortunately, none of the others possest equal courage else there might have been a repetition of the Spitzbergen accident, when the boat was capsized and all in it were killed.

Almost uncanny was the abruptness with which the whole thing ceased. Was it possible that they had gone or was this the lull which generally precedes a squall? We looked into the blood-stained water and listened, but there was not a sign or sound! Undoubtedly the leaders had been killed and the others lacked courage to lead another attack. Two, badly wounded, were swimming in small circles. Four were dead and supported by the seal-skin floats.

We waved our canvas hats to Captain Bartlett standing upon the bridge of the steamship *Roosevelt*, and he was soon under way to help us with our catch.

One year later Borup and Murphy had the experience of having a large bull walrus crash up through the bottom of the boat! They crammed a coat into the hole and pulled for the nearest ice-pan. That is exciting enough for the most adventurous! Yet such an attack is a very rare occurrence. In general, walrus, when on the pan, are wary; at the first sound or smell of a boat and its occupants they are away at a speed of about seven miles an hour, which is faster than a good crew can row for any considerable distance. This uncertainty as to just what the walrus will do makes the hunt exciting.

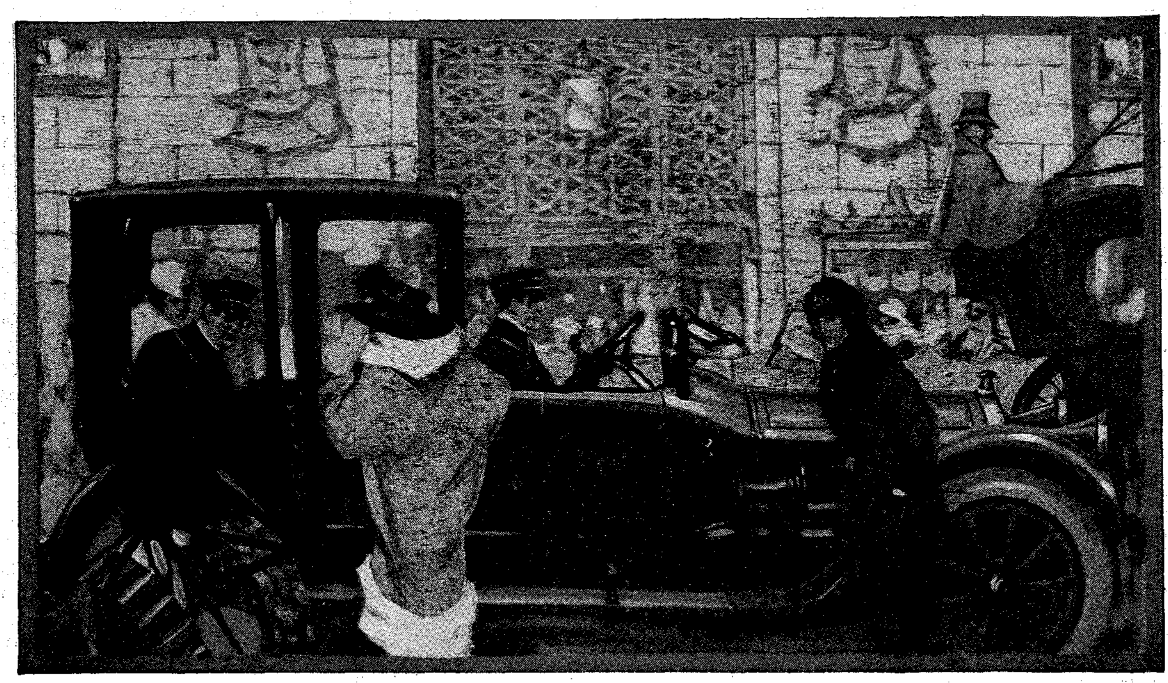
On another occasion Mr. MacMillan came near sharing the fate of the oysters on the historic excursion of the Walrus and the Carpenter, even to the point of "turning a little blue." As he relates the adventure:

> In front of our tent at Sulwuddy a large herd appeared and began to feed at the bottom, coming up in the same spot every few minutes for air. We launched our kaiaks and slowly paddled off, in the meantime studying their actions, looking for "browns," believed by the natives to be the most dangerous, for large males and for mothers with young. We lay upon our paddles and watched them for some time, but so massed was their formation that no opportunity presented itself to sever any individual from the herd. After a long wait I discovered that one young bull had appeared twice in exactly the same spot, isolated by possibly ten yards. This was my opportunity. I paddled a short distance to the westward so that I could approach him from the rear. As luck would have it, he soon appeared headed from me, the fulness of his back and sides preventing him from seeing what was going on behind. I immediately started the kaiak directly toward him, endeavoring to gather enough speed to carry me well by and to the left after I had thrown my harpoon. Inexperienced and a bit nervous, I ceased paddling too soon, and, in addition to this, I fumbled my harpoon in trying to grasp it right at the ivory button which fits between the fingers of the right hand. Before I could regain it and raise it for the throw, my kaiak had glided up alongside of the walrus—so near, in fact, that I might have placed my hand upon his back!
>
> I had made a bungling job of the whole thing, and in the presence of my Eskimos felt ashamed, chagrined, angry, and everything else. Fortunately the walrus had his head low in the water and did not immediately detect me. The bow of my kaiak was already forging past his head, and I knew what would happen as soon as he saw it. It was too late to attempt a getaway, as the slightest movement of my paddle would be heard. What was I to do? Only one thing—strike! This I did with all my strength, using the harpoon as one would use a dagger. There was a roar followed by a dash of water and a flash of white tusks; all so uncomfortably near that I felt like crawling into my hole in the kaiak and yelling as the little boy did, "Oh, mister, it wasn't me!"
>
> Why he didn't kill me I do not know. Needless to state, I didn't remain to argue the matter with him for any length of time. Twice the right end of my paddle struck his body in my efforts to get a grip on the water. With a plunge, he disappeared. A glance over my shoulder revealed my sealskin float, now half submerged, going rapidly off shore. I knew that the iron was fast and that the young bull was ours.
>
> Dr. Hunt, our surgeon, ran for the flat-bottomed punt and within a few minutes was in pursuit of the float, which he grasped and fastened to the seat. With every reappearance of the head and rounded back, crack would resound the Winchester .33 special, plowing a furrow at nearly every shot. With the help of Ee-say-oo the walrus was finally killed and towed to the shore.

SPEAK UP QUICKLY FOR THE YELLOWSTONE, URGES VETERAN NATURALIST

ETERNAL vigilance seems to be the price even of national parks. There will doubtless always be well-meaning utilitarians who can not see "the primrose by the river brim," and to whom a waterfall is merely so much power presented to man by a considerate Providence for commercial purposes. Through a little quiet legislation, we are informed, a part of Yellowstone Park was nearly set aside for "improvement," which would have resulted in the destruction of many of the Park's attractive features and would have been even more far-reaching for evil in establishing a precedent. The bill passed the Senate, and was in a fair way to pass the House, when somebody began to protest. The park is still endangered, unless public sentiment for saving it is sufficiently strong to prevent the bill from passing the House, says George Bird Grinnell in a letter to the *Sun and New York Herald*, which we quote in part:

> There is now before Congress a bill that alarms all conservationists because it threatens the integrity of the Yellowstone, our most important national park, and if it should pass would establish a precedent for commercial demands on other national parks all over the country. Thus in the course of a few years we might see all these pleasure grounds of the people given over to projects for irrigation, lumbering, the grazing of live stock, and other projects which, while supposedly beneficial to adjacent communities, would be fatal to the recreational purposes of the national parks.
>
> In 1872 the Yellowstone Park was "dedi-



FOR five years Pierce-Arrow cars have been equipped with American Hammered Piston Rings. They have helped build the splendid Pierce-Arrow reputation. They are *still being used—exclusively*—on all Pierce-Arrow passenger cars and trucks.

For the buyers of piston rings, we cannot conceive of a more convincing message than this endorsement. Yet the makers of thirty-five other nationally known cars, trucks, tractors and motors also have chosen and are installing American Hammered Piston Rings.

For replacement, in your motor car—whatever make—you can now obtain these rings, made to exactly the same high standards which these manufacturers demand. ASK YOUR GARAGE MAN.

The Chief Engineer of the PIERCE-ARROW MOTOR CAR COMPANY *wrote:*

> "We feel that a concentric ring is the proper one to use, and that this ring should be peened (hammered) in order to give uniform pressure around its circumference. We naturally would not use your rings unless we thought they were the best that could be secured."

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Drink
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BIRDS, BEASTS AND TREES
Continued

cated and set apart as a public pleasure-ground for the benefit and enjoyment of the people." Other parks have since been set aside until we now have nineteen. Some of these are famous the world over and are unique in the beauty they offer as well as in the opportunity temporarily to escape from the more or less cramping and confining surroundings of modern life.

A bill granting to an association or corporation the right to construct reservoirs and dig irrigation canals in the Falls River country in the southwest corner of the Yellowstone Park has recently passed the United States Senate. A similar bill, H. R. 12466, introduced in the House by Representative Smith, of Idaho, was favorably reported by the Public Lands Committee and is now on the unanimous consent calendar of the House. There is danger that it may pass. The Senate Bill went through without a suggestion of objection on the part of any one, and the officials of the Interior Department, in whose charge the national parks are and who, one would suppose, would have given the alarm, said no word about the bill.

In the House the introducer of the bill and likewise the officials of the Interior Department were equally modest, says Mr. Grinnell, and it was not until the bill came up on the unanimous consent calendar of the House that two or three associations heard of it and induced Mr. Tinkham of Massachusetts to object. Since that time persons interested in the national parks have been actively at work to stop action on the bill, and Mr. Grinnell continues:

The Idaho Bill seems to have been thrust out as a finger on the public pulse to test public opinion on this matter. It is recognized everywhere in the States about the Yellowstone Park that if Congress grants the right to use the Falls River district for this purpose a demand will at once be made to use the Yellowstone Lake for a like purpose in Montana. Surveys have been made and plans drawn for damming the Yellowstone River at the outlet of the lake and raising the lake anywhere from ten to twenty-nine feet. This will flood a considerable area, will destroy a number of geysers and hot springs which have long been attractions in the park, will kill some timber, and generally will be destructive. It will tend to use the Yellowstone Park as a sort of factory where are to be manufactured various things which may be sold for money. In some Montana towns, it is reported, night schools of oratory have been started to instruct spellbinders, who are to be sent over the State to present in each town and county arguments advocating a great State bond issue to pay the cost of damming and ditching about Yellowstone Lake.

Whether or not the hundred million people in this land who for nearly fifty years have had rights of enjoyment in the Yellowstone Park will consent to such a diversion of interest is for those people to determine. However they may decide, it is clear that they ought to be told that such projects are on foot and ought to be so far informed of their character as to be able themselves to say whether they are willing to have this take place or not. If they do not wish it we may be sure that it will not happen; if, on the other hand, they care so little about

BIRDS, BEASTS AND TREES

Continued

it as not to be willing to protest then they are not entitled to grumble if this park and other parks are taken from them.

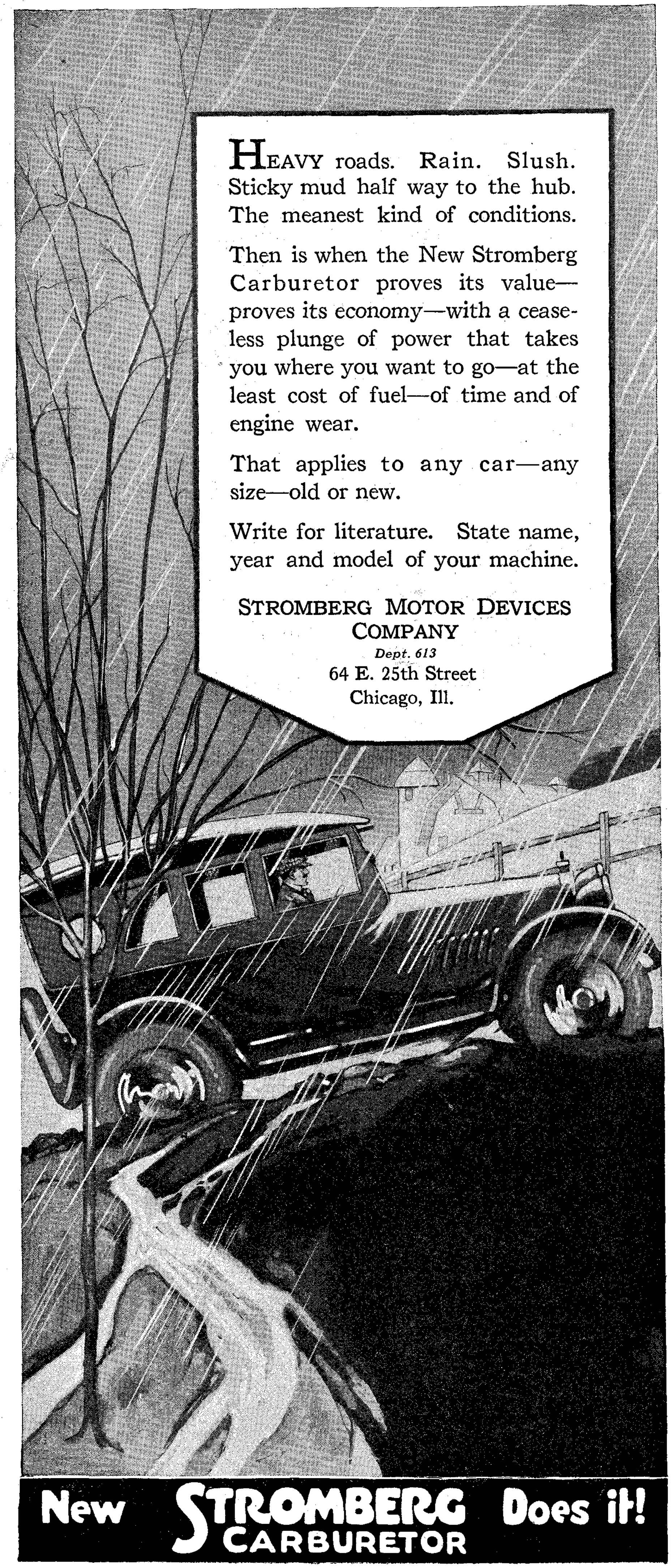
The danger now is that the public is ignorant on these matters and while a few associations are doing what they can to inform their members and others the great mass of the people have heard nothing about them. No project such as this should be secretly put through, and no such project as this ought to be put through without a thorough investigation as to existing conditions and the probabilities for the future.

These parks have been set aside for their recreational value, in the belief that their existence and the opportunity to use them for recreation enables men and women to do better work and more of it than if the parks did not exist. They have to the country at large an immeasurable value not only in the pleasure that they give but in the manner in which they increase the producing capacity of the country. It would be, I believe, a misfortune to the country, economically and from the recreation viewpoint, if they should be lost, as will quite certainly happen if H. R. 12466 should pass.

THEY HUNT GAZEL WITH AUTOMOBILES IN MOROCCO

AN unsportsmanlike chase, it might at first seem, to pit the high speed of a motor-car against the delicate gazel, but the chances are mostly on the side of the gazel, we are told. The hunting is done over stony ground, which means that the handling of the cars requires the greatest skill, and that in the way of accident "almost anything is rather more than likely to happen." Then, too, we are assured that "to hit a running gazel from a motor-car traveling at the rate of fifty miles an hour over rough ground" is by no means easy. Walter B. Harris, the Morocco correspondent of the London *Times*, tells how he and three Moroccan personages went on such a hunt, in which, of many herds seen, only four gazel were shot, altho the hunters covered a hundred miles on the chase. Says Mr. Harris:

> There are four of us. Haj Thami Glawi, the Pasha of Marrakesh, Kaid Hammou of the Atlas, Sid Ayadi, Kaid of Rahamna, and your correspondent.
>
> It is time to start. There is a car for each of us four sportsmen, and at the invitation of my hosts I take my seat beside the chauffeur, with two beautifully drest black slaves in the back seat in attendance. The Kaids enter their cars and we set out.
>
> The cultivated lands are quickly left behind and the great plain of Rahamna lies stretching away before us with the snow-peaks of the Atlas bounding its southern horizon.
>
> Kaid Ayadi gives the signal and the four cars spread out — a few hundred yards apart—and proceed at a slower pace, about fifteen miles an hour. The ground is stone-strewn and rough, and careful steering is necessary. There are boulders of every shape and size loosely strewn over the plain, and little channels worn by water, insignificant enough in themselves, but highly damaging to motor-cars, if not skilfully


HEAVY roads. Rain. Slush. Sticky mud half way to the hub. The meanest kind of conditions.

Then is when the New Stromberg Carburetor proves its value—proves its economy—with a ceaseless plunge of power that takes you where you want to go—at the least cost of fuel—of time and of engine wear.

That applies to any car—any size—old or new.

Write for literature. State name, year and model of your machine.

STROMBERG MOTOR DEVICES
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Dept. 613
64 E. 25th Street
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New STROMBERG CARBURETOR Does it!

Columbia Six

Works With Vim

In spite of the present noisy clamor of a small minority of work haters, the destinies of our old world are still controlled, and always will be, by men who put an extra measure of ability and enthusiasm into their work.

You will find it difficult to convince a Columbia Six owner that his car does not take real human enjoyment in its job.

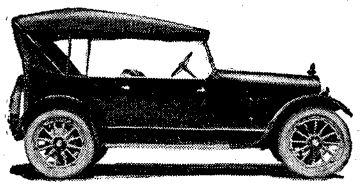
It is the *extra* measure of vim and endurance which the Columbia Six puts into its work that makes owning and driving one a lasting pleasure.

Besides honest, dependable, oversize, extra quality construction all the way through, there are a number of *exclusive* Columbia features which account for its wonderful vitality.

The self-acting temperature controlling radiator shutters keep the motor happy the year round and able to do its best work.

The Columbia Six non-synchronizing spring suspension guards both the car and its occupants against vitality sapping road shocks.

If you like a willing worker, you will like the Columbia Six.



The Columbia Six
Five Passenger Touring Car

Beauty that comes from sound, vigorous, physical condition is lasting beauty.

This is why the charm of all five Columbia models endures season after season.

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COLUMBIA MOTORS COMPANY
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Gem of the Highway

COLUMBIA SIX

BIRDS, BEASTS AND TREES
Continued

maneuvered. Our chauffeurs, three Frenchmen and an Algerian, are skilful drivers and accustomed to this sport of the "Great Kaids."

Suddenly one of the slaves in my car cries out, and away ahead of me I see a herd of gazel bounding over the plain. My car is on the extreme left of the line and our object is to head off the herd from the more stony ground and turn them to the right, where the plain is more level. Edging away always to the left our car quickens its pace, rolling from side to side and bumping. Seizing every opportunity of a few yards of good ground we spurt forward, only to have to slow down again to manipulate some awkward spot. The gazel are out of range, for it is only with a shotgun loaded with solid bullet or buckshot that they can be got. To shoot with a rifle out of a car going at from forty to fifty miles an hour over rough ground is too much to ask or to expect. There are less stones now, and we are making headway.

The three cars on my right keep a little in the rear, in order to facilitate my turning movement, but they too are making good pace. At times, for a few minutes, we are traveling at over forty miles an hour, and once or twice the gazel are almost within range; then some little watercourse or some extra stony patch gives them their chance and they increase the distance again. At length our course seems clear and the car bounds forward. The pace is splendid but rather terrifying. Half standing, half kneeling on the seat, I wait to get my chance of a shot, then suddenly the car swerves in a way that nearly throws me out—and stops. A yard or two ahead is a dry watercourse, a meter wide perhaps and half a meter deep, and full of boulders, an impassable barrier—or rather a barrier the passing of which necessitates a search for a practicable passage, and allows the escape of the gazel, whose course toward the stony ground is now easy. A few minutes later we see them appear on the outline of a low hill bounding over the rocks.

It was not long before fresh herds were put up, but always breaking away to the left they succeeded in reaching the low stony slopes that form the northern boundary of the Rahamna plain. At a signal from Kaid Ayadi we turn southward to seek more advantageous ground, and emerging from the stones our cars roll across the level plain at a pace of thirty miles an hour. Game, however, is scarcer here—tho a great bustard falls to my gun, brought down by a charge of buckshot. At length, however, a herd of a dozen gazel is spied in the open, and at an increased speed the cars rush forward. The speedometer of my car marks forty miles an hour, but we are not gaining on the gazel, who appear easily to keep their distance of four or five hundred yards ahead of us. At another signal we increase the pace to fifty miles an hour. The plain is level, but there are stones, and little undulations and many small watercourses, merely little declivities in the surface, but none the less exciting to pass over, and the exhilaration is intense.

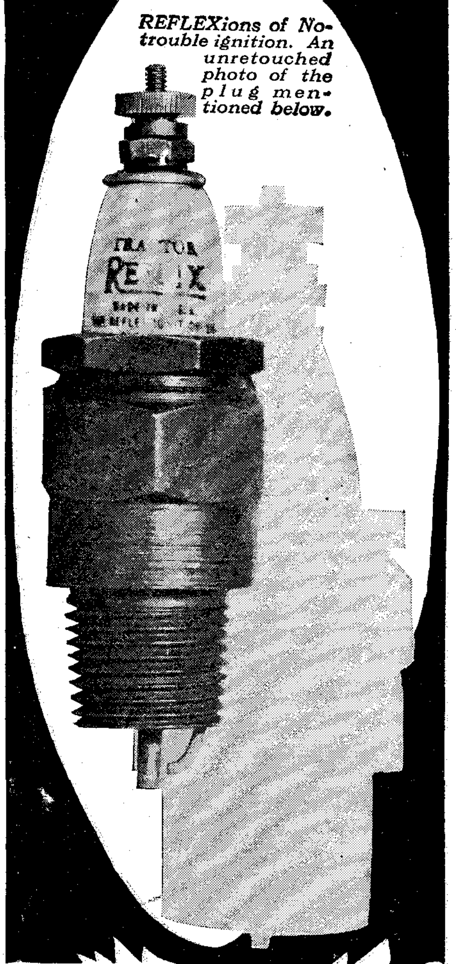
It is wonderful driving on the part of the chauffeurs, and the cars sway from side to side, and rise and fall, like boats in a rough sea. We are closing upon the herd now, and it looks as tho it will be my car that will be the first to come up with them, but suddenly they turn aside to the right, and pass down the line of advancing cars. The Pasha of Marrakesh's lithe figure is clearly visible as he stands in his swaying car. The gazel pass him, and with right and left he brings down two—beautiful shooting. Kaid Hammou's car is the next, and he too shoots his two gazel. Once more the herd swerves, and, passing between the cars, breaks back to the rear, and is allowed to escape without further molestation—all but one, a young doe, who, paralyzed with fear, stands motionless, and is easily captured alive and unhurt, to be carefully conveyed back to Marrakesh to become a pet in the Pasha's house.

We return to a late luncheon at Kaid Ayadi's house—a meal beginning with a roast sheep and continuing with unlimited courses of meat and fowl and sweets—most left untasted. The afternoon is well on and the snows of the Atlas are rosy with the rays of the setting sun as we roll back to the city along the straight white road. Before sunset we are in the Pasha's Palace, having covered over one hundred and eighty miles since our start in the morning.

GET YOUR OWN GOAT AND BE INDEPENDENT OF THE MILKMAN

NANNY will yet butt her way into popular favor, thinks a sanguine friend of hers. To be sure, there is the old family scandal that the goat was created by the devil, which probably arose because of the animal's pernicious activities and its fondness for food not relished by the rest of creation. Whatever be the cause, the goat has been selected as the scapegoat to bear the sins and the derisive jokes of many of its fellow creatures. All this is not as it should be, says *Farm and Home* (London), especially in these days when the high cost of milk is joining the general high cost of everything under the sun. A goat, will furnish healthy competition for the monopolizing milkman and his cow, as we are told:

> At last the hitherto unsuspected value of the goat is being recognized as a more satisfactory and profitable milk-producer than a cow. Instead of having our cows tested for tuberculosis or worrying ourselves to death for fear our dairyman, despite his solemn oath, has not made the tests he should have made, why not obtain our milk from the animal that could not have tuberculosis if it tried. The goat is the only dairy animal immune to tuberculosis. The virtues of goat milk and the ease of obtaining it are too little known.
>
> Anybody can keep a goat, and everybody ought to. From a hygienic point of view the owners of these hardy little creatures may enjoy greater advantages than does the possessor of a pampered, pedigreed cow of the most fashionable breed. It is well known that goat's milk is richer, more nutritious, and more easily digested than cow's milk, and as a diet for children and invalids it is stated by the most eminent physicians to be unsurpassed. A good goat will yield from one to two quarts of milk daily.
>
> I find the worst thing against the milch-goat is her name. When I commenced to talk about getting a goat for milk my wife said that if I brought a goat around the house I would have to do the milking and use the milk myself. Now all that has changed. I have a goat which gives us enough milk for table use. We have a family of six children, ranging from six to fifteen years, and would not go back to cow's milk unless we were obliged to.



REFLEXions of No-trouble ignition. An unretouched photo of the plug mentioned below.

Reflex Spark Plug Construction is Proved in the Hardest Known Service

Together with three others, the above illustrated plug has shown a westerner the merits of Reflex No-trouble ignition.

In his tractor motor, these plugs have withstood a usage far more severe than that ever given by any car or truck engine. This user* concludes, "These Reflex plugs are going right along."

The fundamental reason for Reflex No-trouble ignition is Reflex construction. Whatever the type of Reflex, whether for motor car, truck, or tractor, the identical basic features are built into each.

It will pay you to ask your dealer or garageman for the better Reflex.

(*Name on request)

The Reflex Ignition Co.
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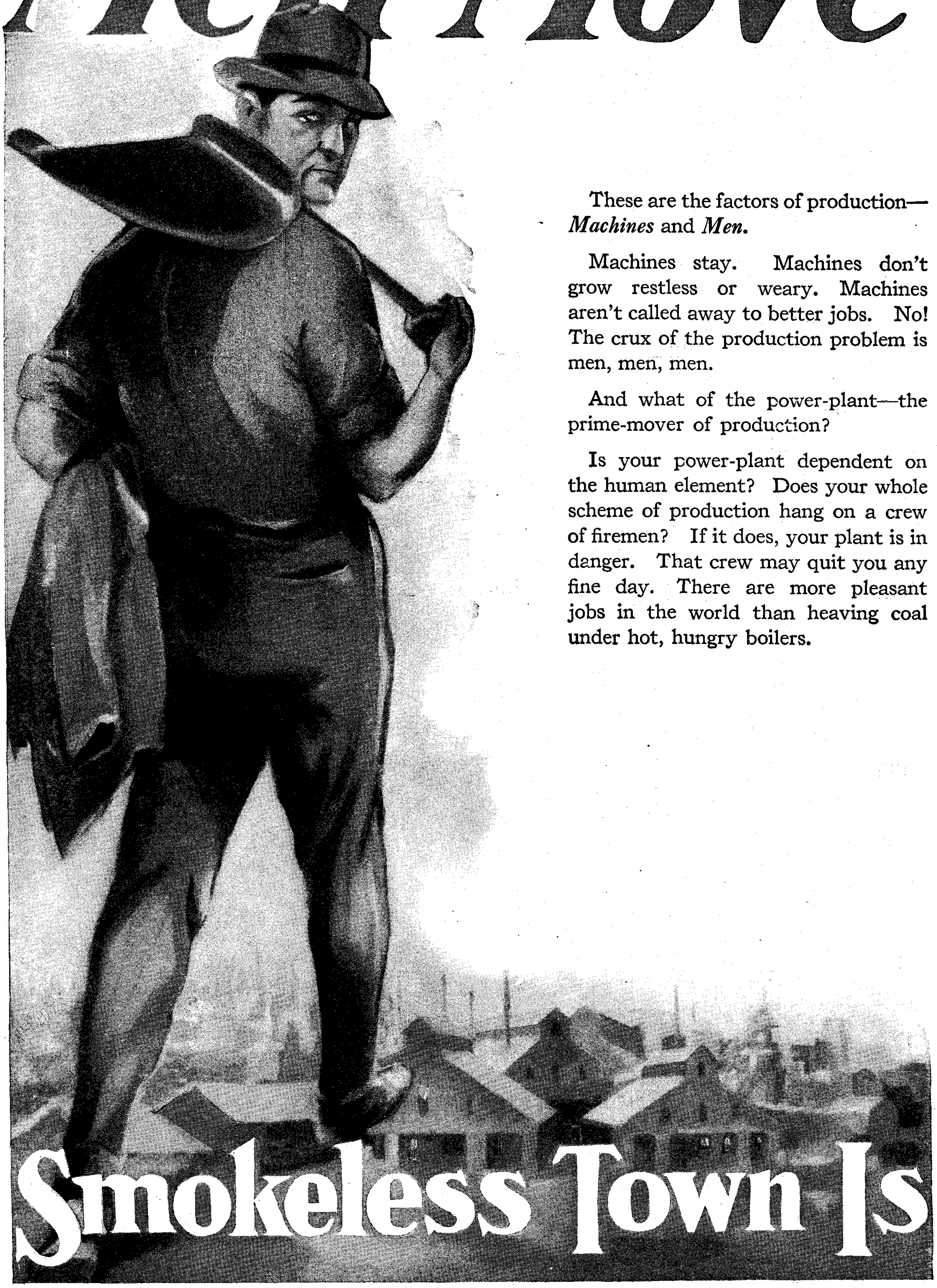
REFLEX SPARK PLUGS
KEEP THE CAR ON THE GO!

Men Move



These are the factors of production—*Machines* and ***Men.***

Machines stay. Machines don't grow restless or weary. Machines aren't called away to better jobs. No! The crux of the production problem is men, men, men.

And what of the power-plant—the prime-mover of production?

Is your power-plant dependent on the human element? Does your whole scheme of production hang on a crew of firemen? If it does, your plant is in danger. That crew may quit you any fine day. There are more pleasant jobs in the world than heaving coal under hot, hungry boilers.

Stokers Stay

And remember another thing. Hand-firing means waste. Coal is precious. Coal is going higher. The hand-fired boiler wastes coal.

And it does another thing. It wastes the capacity of boilers. It leaves their real capacity dormant. It fails to force out of them what is in them. This is no time to waste the capacity of boilers, when the world is crying: Production! Production! Production!

The system which needs but one or two men, which forces out of coal its full heat-making power and forces out of boilers their full steam-making capacity is the Taylor Stoker. It produces.

The Taylor Stoker

is the highest attainment in the application of mechanical principles to the production of steam

No matter what your plant is, or where it is, or what size it is, or what it makes, the chances are that somewhere in the United States there is a Taylor-Stokered plant duplicating the conditions. Here, for instance, is the case of the moderate-sized power-plant of the well-known Union Bag and Paper Company at Cheboygan, Mich.

Three years ago, Mr. G. S. Witham, Jr., general superintendent of this concern, decided that their power was costing too much. They revolutionized the power-plant, ousting hand-fired furnaces in favor of Taylor Stokers.

Results:

(1) Number of boilers reduced from ***eight*** to ***five.*** (2) Increase in power-plant capacity from 1700 h. p. to 2100 h. p.,—in other words, the Taylor Stokers have, roughly, doubled the capacity of the boilers fired. (3) Released three men for work in other parts of the plant. (4) Increased production from eighty tons of paper a day to one hundred and twenty tons a day—and of a better quality. And (5) enabled the production of nearly 800 pounds more of paper per ton of coal than was formerly possible. A typical Taylor Stoker case.

Our Engineering Department will be glad to co-operate with you in a study of your power-plant situation. You entail no obligation whatsoever.

Send now for the interesting booklet, "Today's Problems and the Taylor Stoker."

American Engineering Co., Philadelphia, Pa.
The Taylor Stoker Co., Ltd., Toronto, Canada

Taylor Stokered

SCIENCE · AND · INVENTION · CONTINUED

ANCIENT PENCIL-MARKS

SHERLOCK HOLMES would have been delighted at some of the work on early pencil-writing done by C. Ainsworth Mitchell and described by him in *Nature* (London). The so-called "black lead" of which our pencils are made, and which is not lead at all, but a variety of graphite, was not known until about 350 years ago. Before that, pencil-writing was done generally with soft metals, usually lead or alloys of lead, which accounts for the popular name. The modern graphite pencil, Mr. Mitchell tells us, may be solid graphite cut from the block, a composition of graphite, sulfur, and resins, comprest graphite powder, or other compositions, generally containing clay. It is then possible to identify the type of pencil used by a writer, by examining the marks microscopically, and we may not impossibly have a new Sherlock Holmes story in which a dark mystery of crime is unraveled by some such method as this. Says Mr. Mitchell:

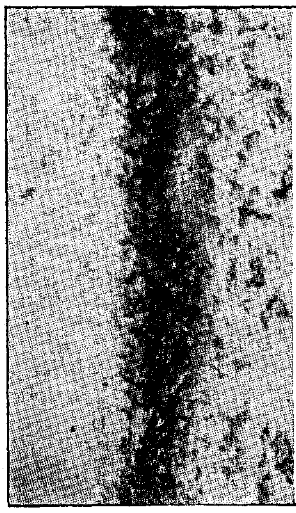


FIG. 1.—Typical early graphite marking, 1831. × 20.

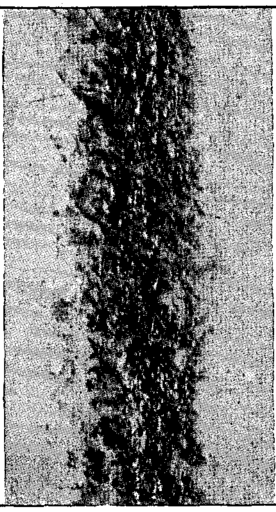


FIG. 2.—Brockedon's comprest graphite, 1843. (Mark made by specimen in Geological Museum.) × 20.

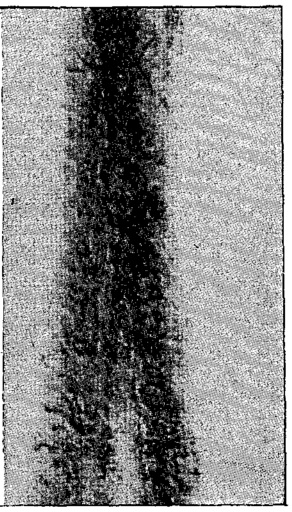


FIG. 3.—Typical modern composite pencil. × 20.

"When examined under the microscope with a magnification of about twenty diameters and the light at right angles, ordinary lead shows, in its vertical markings on paper, a series of irregularly distributed patches, uniformly and brilliantly lit up, and marked with regular vertical striations which have the appearance of ridges. In the case of Borrowdale graphite (Fig. 1) the vertical lines show relatively few brilliant straight striations (due to siliceous impurities), and when these occur in the heavier strokes they are disjointed and irregular. The fibers of the paper may be brilliantly lit up by particles of adhering graphite which reflect the light, especially in those places showing a metallic luster to the naked eye. Less pure forms of graphite show more numerous striations, but these are always more or less disjointed and irregular, and quite distinct from the fine striations in modern pencil markings.

"The composite pigments (containing sulfur) in early specimens of pencils in South Kensington Museum . . . show a faint grayish pigment, with occasional striations, while Brockedon's graphite (1843) (Fig. 2) and other kinds of comprest graphite produce lines which show a rich black pigment with silvery dashes and lines distributed fairly uniformly all over the field.

"Modern pencil compositions, mainly of graphite, clay, and wax, all have a similar microscopic appearance in the vertical lines made by them on paper, which is quite different from the markings of the old pencils of natural graphite, and in most cases from those made from the old comprest graphite powder. In the modern pigments the fine siliceous particles, derived from the clay and impurities in the graphite, are evenly distributed and appear in the pigment on paper as fine beaded striations, which are uniform and parallel throughout the line (Fig. 3). Chemical methods of distinguishing between these pigments have been described by the present writer.

"Some particulars of early pencil-markings are given in a curious book by C. T. Schönemann upon the codices preserved in the libraries in Germany. It is asserted that lines in black lead had been drawn on the 'Codex Berengarii Turonensis' of the eleventh or twelfth century, which was in the Wolfenbüttel library. . . . . .

"Now, as graphite was not known until about 1560, it is obvious that Schönemann mistook the markings in ordinary metallic lead for graphite. . . . I have been able to examine specimens of early pencil-marks in the writing and drawings in manuscripts in the British Museum. The earliest example was a drawing in the Stowe manuscripts, 'Arms of Ancient Nobilitie,' of the early seventeenth century. The particles composing the lines of this drawing all reflected the light brilliantly, but were much smaller, and lacked the striations which are characteristic of metallic lead. On the other hand, the lines had not the appearance of any form of graphite, the particles being disjointed and not showing any connecting interrupted striations, as are often to be seen in lines of graphite having a metallic luster. It is, therefore, probable that this drawing was done with a metallic pencil in which lead did not predominate.

"A later manuscript (1691) includes drawings in which the lines show the large isolated particles with the vertical striations characteristic of metallic lead. In another Stowe manuscript (1630) the lines in the drawings have the appearance of ordinary graphite. . . . . .

"The writing in Lord Hardwick's 'Notes on Briefs' (1718) is undoubtedly in graphite, but a drawing by Vertue (1741) has the appearance of metallic pigment. A notebook of Hogarth (prior to 1753) contains heavy pencil writing, the pigment of which is a particularly rich graphite. . . . An interesting example of graphite markings is to be seen in a letter from Professor Herrmann (1780) from Strasbourg. This contains a pencil drawing of a fish, in which the pigment has formed branching striations along the lines of the paper fibers.

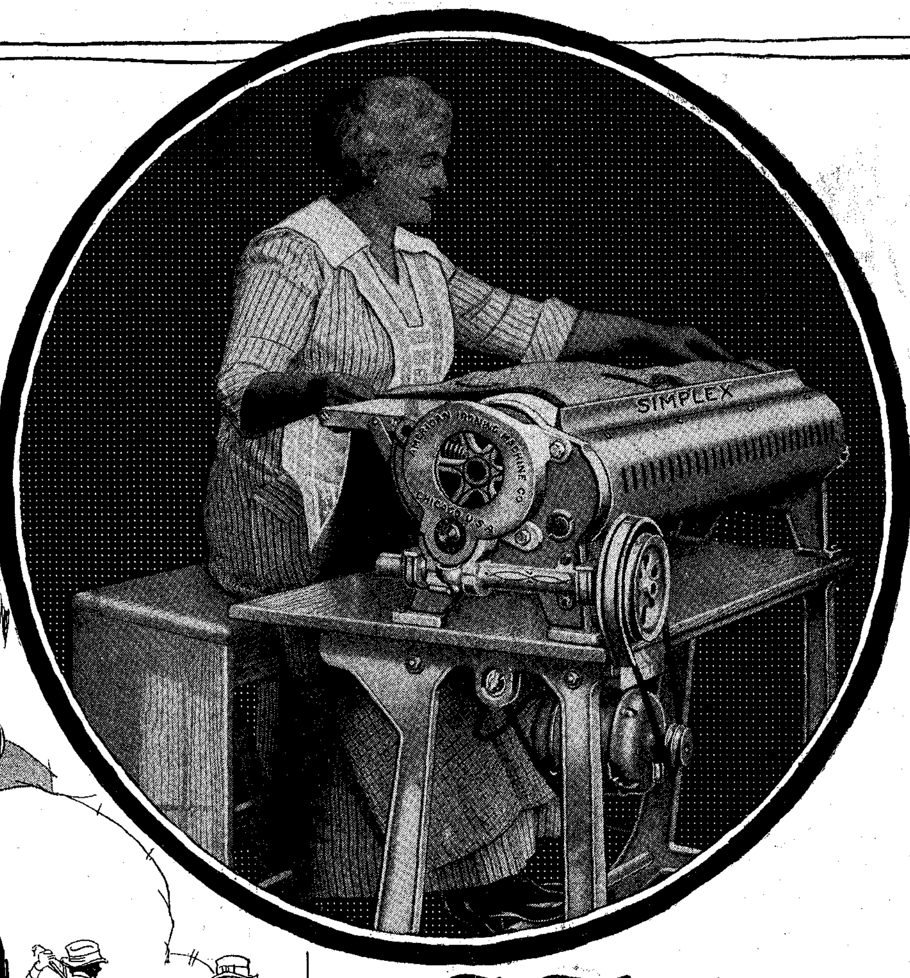
"Flaxman was in the habit of making drawings on the backs of the envelops of letters received by him at Buckingham Street, Fitzroy Square, and a series of these, dating from about 1800 to 1814, is preserved in the British Museum. In every instance the pigment in these drawings is typical of pure graphite, and even interrupted striations are only of exceptional occurrence.

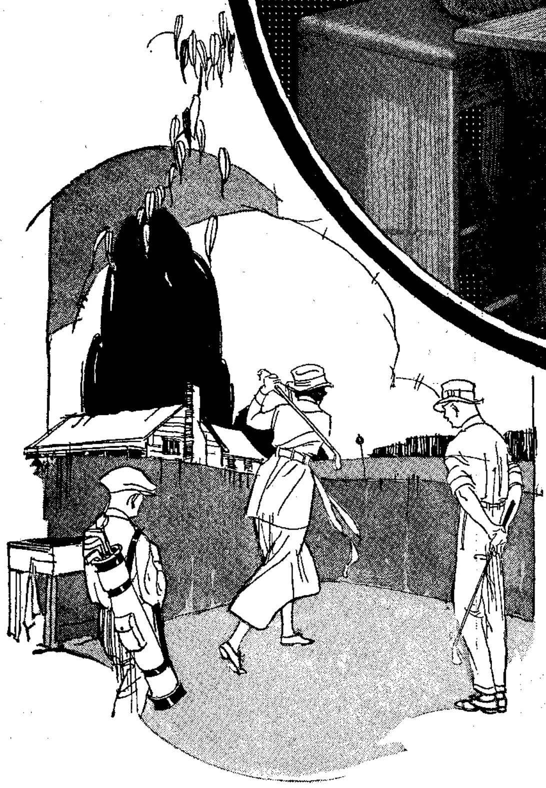
"In view of the fact that Conté's composite-clay process was invented in 1795 in Paris, it is interesting to note that a card sent to Flaxman by the painter Fleury Epinat, of Lyons, between 1805 and 1814 was written with a pencil producing the characteristic fine regular beaded striations of the modern type of pencil. This is the first instance noted of the occurrence of writing in a composition pigment in the manuscripts in the Museum.

"Of the other manuscripts and drawings of the early nineteenth century mention may be made of a letter of Byron (about 1809), which is written in a particularly brilliant graphite, and of the pencil corrections made by Keats (about 1820) in his manuscript of 'Hyperion,' which are also in pure graphite. The same characteristics of rich pigment deposit, showing only scanty, irregular, broken striations, may also be seen in a letter of Lord Wellesley written about 1828.

"The manufacture of graphite pencils by the original method of cutting from the block was continued until about 1869, overlapping the modern process; but, as the old pencils must have been widely distributed, it is not surprizing that the characteristics of pure graphite are frequently to be found in writing, and especially in drawings, for several years after that date. Hence it is quite in accordance with the development of the industry that the notebook of James Thomson, the author of 'The City of Dreadful Night,' for the year 1869, should be written with a pencil which produced no silvery striations."

GOOD AND POOR WATER STATES—Based on a rating-scale having one thousand as perfect, the State control of water-supplies in the United States ranges from 970 points for Ohio and Michigan to ten





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The Simplex Ironer is a great joy to the woman who knows the call of outdoor exercise! And to the woman who longs to be out with her children! And to every woman who has ironing problems to solve, and who values health, happiness and relaxation.

Rapid—economical—satisfactory. The Simplex finishes a complete family ironing in an hour, at a cost of only 4 cents for fuel! Irons everything, except the few pieces with ruffles or gathers. And done whenever you wish, whenever convenient.

Because of its simple construction and patent automatic feedboard control you can sit down and comfortably operate the Simplex. Just a touch of the hands and it irons for you! Operated by electricity and heated by gas, gasoline or electricity. The Simplex saves its cost every year in fuel, help and laundry bills.

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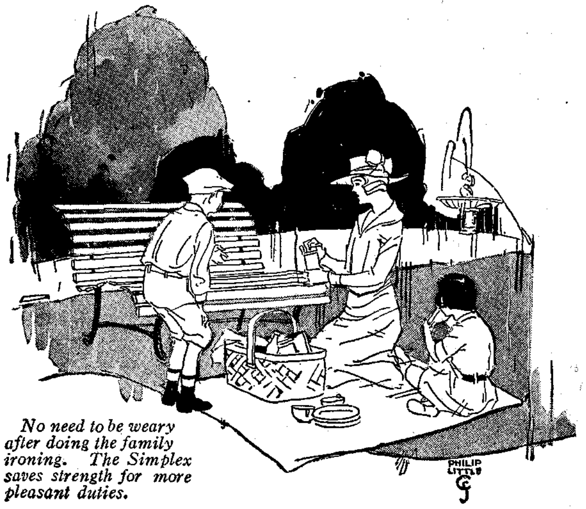
We also make Ironing Machines and Laundry Equipment for laundries, hotels, institutions and factories



No need to be weary after doing the family ironing. The Simplex saves strength for more pleasant duties.

SIMPLEX IRONER

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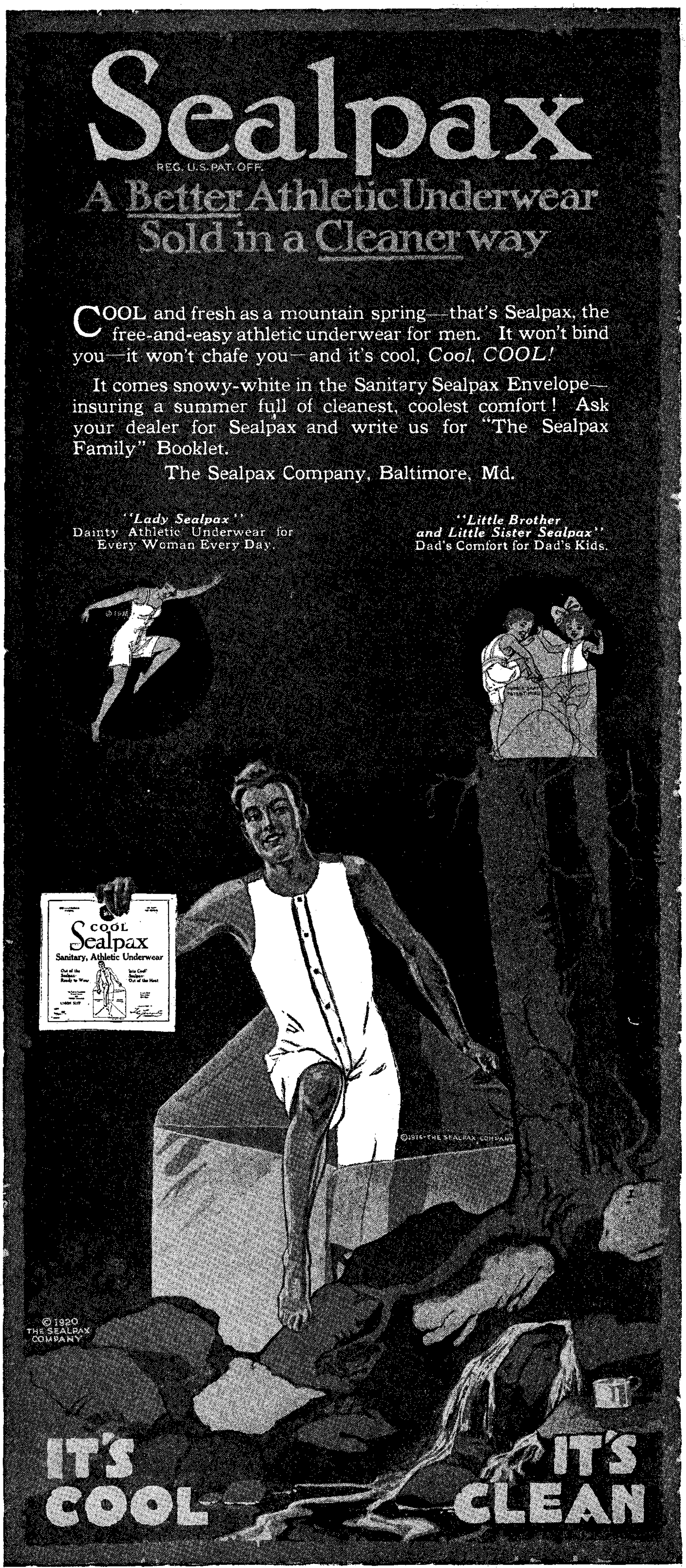
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A Better Athletic Underwear Sold in a Cleaner way
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COOL and fresh as a mountain spring—that's Sealpax, the free-and-easy athletic underwear for men. It won't bind you—it won't chafe you—and it's cool, *Cool, COOL!*

It comes snowy-white in the Sanitary Sealpax Envelope—insuring a summer full of cleanest, coolest comfort! Ask your dealer for Sealpax and write us for "The Sealpax Family" Booklet.

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"Lady Sealpax"
Dainty Athletic Underwear for Every Woman Every Day.

"Little Brother and Little Sister Sealpax"
Dad's Comfort for Dad's Kids.

SCIENCE AND INVENTION

Continued

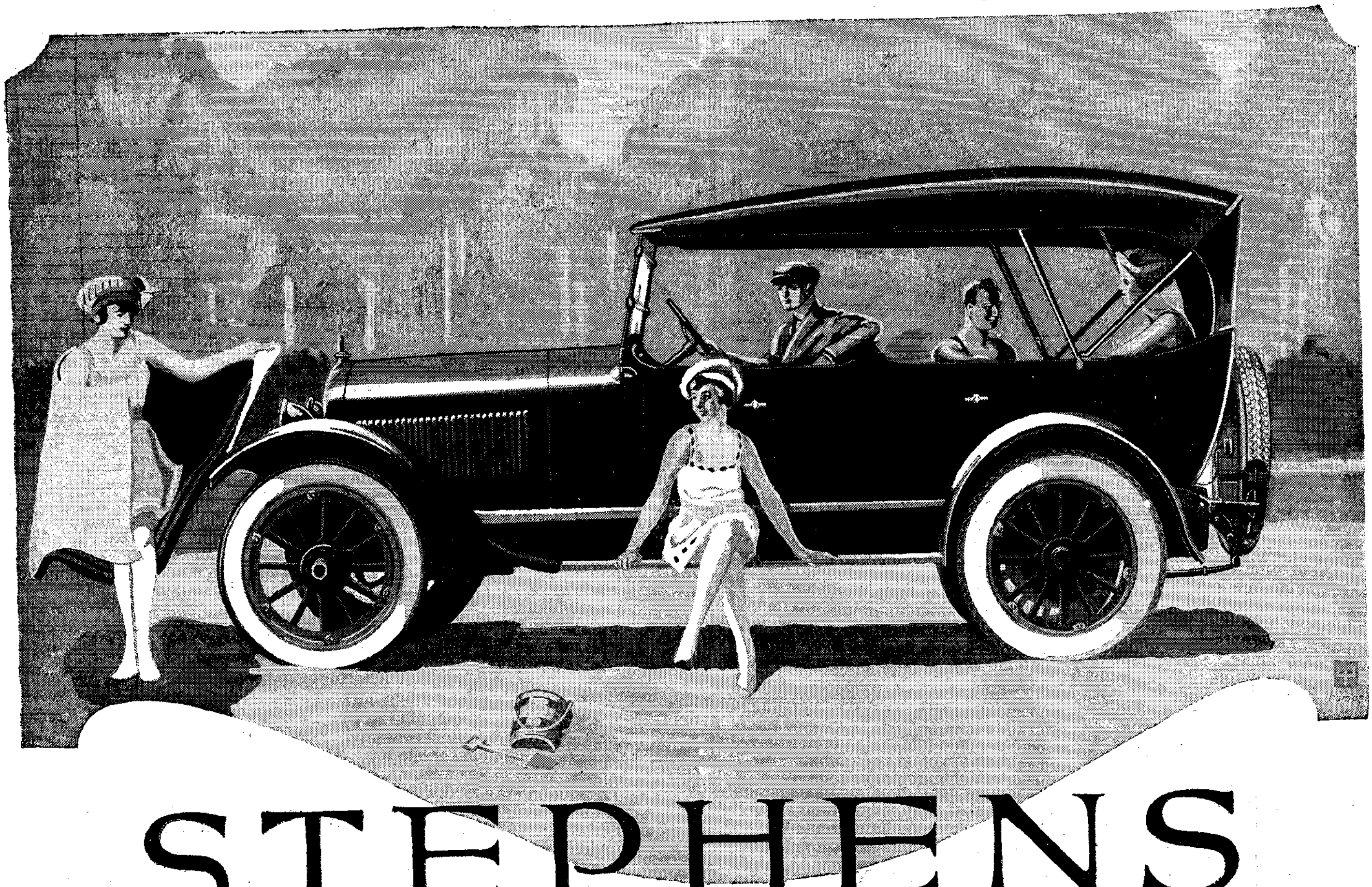
for Missouri—so we are told in *The Engineering News-Record* (New York). Says this paper:

> "The rating, which was made by the United States Public Health Service in 1919, shows seven States as 'excellent,' eight as 'good,' fifteen as 'fair,' eight as 'poor,' and nine as 'very poor.' About two-thirds of the departments have one or more engineers, Pennsylvania leading with a chief engineer and fifteen assistant engineers."

YEAST AS A FOOD

YEAST is ferment and medicine and food—all in one. There is more in it than we ever dreamed. It will make children grow, cure skin diseases, and prevent all sorts of ills that come from undernourishment. Growth in children is promoted by substances called vitamins, which have never been isolated, but whose existence has been definitely proved by physiologists. These vitamins also maintain body-balance in adults, prevent certain diseases, and cure others. It is their presence in the cells of the yeast plant that makes it valuable for other purposes than the generation of gas to aerate or "raise" bread. Its "rather astonishing powers," as they are termed by C. Houston Goudiss, who contributes an article on "The Magic of the Yeast Cake" to *The Forecast* (New York), are described therein at length. To quote and summarize his article:

> "Yeast is food as well as medicine and ferment. We yet may come to look upon it as the most valuable plant that grows. For yeast is a plant—it belongs to the vegetable kingdom. It is a queer plant, however—a collection of cells so tiny that a cubic inch of space can hold some forty million of them. When examined under the microscope, each of these cells looks like a little egg.
>
> "Yeast originally comes from the air. By that I do not mean that air generates yeast, but that the air is filled with 'wild' yeast just as it is filled with millions of invisible bacteria.
>
> "There are several thousand of varieties of wild yeast in the atmosphere at all times. The manufacturers of commercial bakers' yeast have caught the wild yeast from the air in the first instance by prepared mixtures of good foods likely to attract the yeast and develop it. Then long experience has shown which varieties of yeast are able to propagate most rapidly and to do the work expected of them. These varieties are separated from the others and carefully nurtured and grown until they produce yeast with the ability always to do what is expected of it in a certain time.
>
> "The form of the yeast-cell undergoes transformation in this process of 'domestication,' and the cell of the yeast we buy from the manufacturer looks very different under the microscope from the cell of wild yeast we get from the air. The domesti-



STEPHENS
Salient Six

Wins Leadership Through Its Greater Value—Greater Service

GREATER Value and Greater Service are responsible for the salient leadership that the Stephens maintains among fine motor cars. The constantly increasing production of Stephens factories has never been able to keep pace with the ever-growing preference and demand.

Just now it is overwhelming. Motor car purchasers everywhere are preferring the Stephens Salient Six.

It is easy to see why, when you know that the Stephens engine *burns low* and *high grade gasoline with equal efficiency*, and is the *most powerful* and *most economical* engine for its size in passenger automobiles.

These for the most part are the reasons for its greater value and its greater service, and why Stephens owners agree that, "To own a Stephens is to enjoy the height of motor car satisfaction."

Arrange for your demonstration today.

"That is Salient which is strikingly manifest or catches the attention at once."—Webster

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Five Models
to select from

Model 82,	*Roadster,*	*2*	*pass.*
Model 84,	*Touring,*	*4*	*pass.*
Model 86,	*Touring,*	*6*	*pass.*
Model 83,	*Coupe,*	*4*	*pass.*
Model 85,	*Sedan,*	*5*	*pass.*

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Fisk Cord Tires standard equipment on all models.

STEPHENS MOTOR WORKS
OF MOLINE PLOW COMPANY
Factory and Sales Office: FREEPORT, ILLINOIS

A GREATER VALUE — A GREATER SERVICE

"Mr. Stephenson—
meet Dr. Franklin!"

Chug, chugging along in his first rude steam locomotive, Stephenson did not look to "chained lightning" to render the invention safe and most widely useful.

Nor did Benjamin Franklin, as he flew his kite into the storm clouds, foresee how electricity would in a later day spur the "iron horse" on to greater achievements.

Yet today safety and speed in steam railroad operation are reconcilable only in proportion as electric signal devices are employed. Your protector is, ultimately, the electrical apparatus upon which every steam railway relies.

A railroad without telegraph or telephone would hurl itself into the scrap heap.

How else to reach out and warn a train rushing into unseen danger? How else quickly to spread the news of damage done by storm? How else to clear the tracks for the express which carries you onward to your journey's end?

All along the way, night and day, men are alert to shield you from harm. Train dispatchers, telegraph keymen, signal towermen at every city and way station, have no other concern except to see you safely through.

So that your trip to New York, Chicago, or the coast is safer, quicker, pleasanter than ever Napoleon traveled in state from Paris to Marseilles.

Snugly quartered in a Pullman sleeper you command a thousand watchful hands and eyes for body-guards.

But their vigilance would accomplish nothing without equipment in perfect order. On such factors as the proper adjustment of a telegraph receiver and the responsiveness of an electric switch rests your "Safe Home."

That travel has been made secure today is a tribute to the excellence of electrical equipment no less than the skill of operation and the care of supervision that our steam railroads have consistently maintained.

Published in the interest of Electrical Development by an Institution that will be helped by whatever helps the Industry.

Western Electric
Company

No. 4 *So completely does this organization serve the electrical field that every time you call up your grocer, switch on a light or take a street car down town, the chances are you are making use of Western Electric equipment.*

SCIENCE AND INVENTION

Continued

cated cell is larger, has greater power to ferment rapidly, and is more dependable.

"When placed in the proper environment, yeast-cells multiply very rapidly—so rapidly that each gives rise to millions of others within a few weeks' time.

"The favorite food of the yeast-cell is sugar. It will digest starch if the starch has been made into a malt by sprouting. That is why potatoes make a good medium in which to catch and grow wild yeast. When the yeast digests the sugars and starches it breaks them down into alcohol and carbon dioxid. Carbon dioxid is a gas and rises to the top of the mixture, making the bubbly or 'working' appearance. It is the expanding of the carbon dioxid that forces the particles of the dough apart and makes bread rise.

"After the commercial manufacturer of yeast has selected from the thousands of varieties of wild yeast available the one which experience has shown will make the best yeast for his purpose, he grows it in the mixture richest in foods that yeast likes. Corn, rye, barley, and malt are used and the mixture is called the mash. The mash is then treated with lactic acid bacteria to help digest some of the proteins of the grains to make them better food for the yeast. After the mash has been treated with the lactic-acid bacteria it is filtered and superheated to make sure that all impurities are removed, and the colonies of mother yeast are then put into it to grow. The yeast thrives on this ideal food and grows rapidly. After twelve hours it is removed, compress into cakes, and sent to the grocer.

"And that is the yeast cake you get wrapt in tinfoil. It is better, for several reasons, than any yeast you can make at home. First, it is carefully selected by scientists and has greater power to do what is expected of it than wild yeast. Secondly—and this is the important thing we are considering here—it has been propagated in ideal food, food which contains the indispensable vitamins necessary to produce growth in children and maintain health and vigor in both children and adults. These vitamins are found in germs and husks of the grains used in the mash, and the yeast has a remarkable power to take them from the mash. And we shall see later that these vitamins, which commercial bakers' yeast contains in great quantity, hold something very valuable for us."

Some years ago, Mr. Goudiss continues, Professors Osborne and Mendel, of Yale, proved that brewers' yeast would promote growth in cattle and was excellent food for them. At Jefferson Medical College in Philadelphia, Dr. Philip B. Hawk and Drs. Fishback and Bergeim have recently proved that bakers' yeast also possesses this power to promote growth. These scientists tested the effect upon white mice of an artificial milk made up of theoretically perfect constituents. Under normal conditions a white rat will double its weight in about two weeks, but rats fed on this artificial milk wasted away and died. When bakers' yeast was added they gained weight and were as strong as their kin fed on natural food. Asks Mr. Goudiss:

SCIENCE AND INVENTION
Continued

"What is this mysterious thing in ye[illegible] that makes the rat grow and without wh[illegible] he can not grow? The explanation is simpl[illegible]. The food essentials needed by a growing animal are proteins, fats, carbohydrates, mineral salts, and two very important indispensable substances in addition, the protective foods. These are called vitamins, and are known as 'Fat-soluble A' and 'Water-soluble B.' No one has ever analyzed them in the laboratory or seen them under a microscope. We know that one is soluble in water and the other in fat, and that human beings can not grow and keep well unless they eat foods containing them.

"The food given to the rat contained all the elements of a complete diet except 'Water-soluble B' vitamins. The rats would not grow without this important protective food. So yeast, which contains this food element in abundance, was added to the diet and normal growth was established.

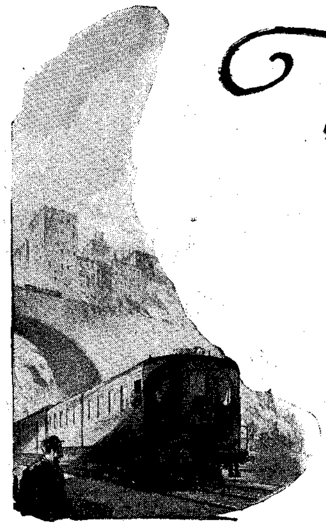
"Having proved its value for the growing animal, these same Philadelphia doctors wanted to find out what yeast would do for a full-grown man. Six men were placed on a yeast diet for two-week periods. These men not only maintained their health and strength as well as on a normal diet, but gained in weight. Most of the men were fed the yeast cakes just as bought at the corner grocery. But some folk do not like the bitter taste of yeast, and so to adapt it to such people it was heated and powdered and made into biscuits—one-fifth yeast flour to four-fifths bread-flour. Sometimes the yeast cakes were broken up and dissolved in water, milk, or fruit juices or blended in sirups, gravies, and gruels.

"The Philadelphia doctors also made a number of experiments which showed that yeast stimulates intestinal activity and serves as a cure for constipation, pimples, blackheads, boils, carbuncles, acne, and other skin troubles. Fifty-two cases were treated with it and in fifty of them cures or marked improvement were shown, while the general physical condition of all these patients was very much improved. Ulcers, gastrointestinal catarrh, swollen glands, and even bronchitis were all successfully treated.

"These experiments are all in line with what every mother knows, or should know, that if her growing boy or girl is to be kept in good health she must provide plenty of fresh fruits and vegetables. Without knowing that 'water-soluble' vitamins existed in such foods, practical experience taught her the value of these foods. But these foods are not always easy to get in large cities and are sometimes very expensive. Yet these same elements found in the fruits and vegetables abound in inexpensive yeast.

"It is as an article of diet for the prevention of such diseases and of undernourishment that we are calling the attention of the mother to the yeast cake. She will find also that pimples will disappear when yeast is added to the diet—provided, of course, that the diet does not contain rich foods that lead to constipation and clogging up of the eliminative organs so that the yeast can not get in its good work.

"Children who are not getting plenty of whole milk or butter, or both, and plenty



Electrification - a Significant Step in Railway Progress

THE public servant must strive to meet the needs of everyone — and in direct consequence fully satisfies no one. For it is manifestly impossible for any man or organization to be all things to all men.

And yet how nearly the railroads have accomplished the proverbially impossible!

* * *

The responsibilities of railway operation have attracted many of the world's most capable organizers and executives and called together a personnel which averages higher, perhaps, than that engaged in any other great human undertaking. Nothing so climaxes the loyalty, discipline and highly specialized skill of railroad executives and men, and so clearly indicates the level of their capability, as their ready acceptance of every demonstrated new useful force, and aid to better service and safer operation.

Electrification now in progress on many great systems is significant of this. Electrification has brought its imposing train of problems—and in sequence of the solution of each of these, the railroads have not failed to take the indicated step of progress.

* * *

Habirshaw is proud to have had an important place in this latest progression in railway operation.

As the foremost producer of insulated electric wires and cables, Habirshaw has done much to solve one of the most formidable of problems in railway electrification—the economical *transmission* of electrical power.

Today Habirshaw cables are carrying the surging, tremendous horsepower to move long, heavy trains. And in the Habirshaw laboratories every scientific resource of a great organization is at work on the problems of tomorrow.

* * *

In the field Western Electric railroad specialty men, charged with technical service and the distribution of Habirshaw products for railway work, are in continuous touch with every practical condition as it arises.

Habirshaw is by volume production securing economy in first cost, and by perfection of organization a permanent quality in every product.

Habirshaw achievement in each of these efforts is such that the railroad management or the architect, or the electrical engineer or contractor is assured of the quality of an electrical installation, whether it is a house-wiring job or the distribution system of a great power project—if there's an affirmative answer to the question — "is it wired with Habirshaw?"

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HABIRSHAW
"Proven by the test of time"
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Newcastle, Pa. Omaha, Neb. Pittsburgh, Pa.
Mason City, Iowa Richmond, Va.

Fifteen Mills From Coast to Coast

of green vegetables and fruit in their diets, will benefit greatly by the use of yeast.

"No mother can afford to overlook the yeast cake. It may contain the solution of those problems that have worried her in connection with the feeding of her family, especially the little ones, to whom she owes the strongest possible foundation for health as a basis for life's struggle.

"This is especially true in the winter months, when fresh vegetables are not available to the average city dweller. But even in the summer months it is not possible for some children to take enough of the regulatory foods to start the cleansing process in a system that has been clogged with inaction during the winter months. Very likely there will be no clogging if the child has enough room to play in and can indulge his natural desire for seemingly unceasing activity. But in towns and cities few children have enough play room."

HAS THE SUPPLY-DEMAND LAW STOPT WORKING?

IN orthodox economics prices are supposed to be governed largely by supply and demand. If more of an article is thrown on the market than is wanted by purchasers, the price falls; if the market offers less than is wanted, it rises. In the first case producers compete for the few buyers; in the second, buyers compete for the reduced product. This presupposes, says an editorial writer in *The Scientific American* (New York), a certain degree of flexibility in both supply and demand by which an adjustment finally takes place. Now, just at present, he asserts, this flexibility is entirely wanting. There are, he says, "a rigid supply and an inflexible demand." There are just as many customers for a high-priced article as there were when the price was low, and each wants the same quantity. The price keeps going up until those who can least afford it are frozen out altogether. Is this a failure of the supply-demand law to function, or an instance of its working only too well? The writer protests that the former is the case. He says:

"We should probably argue that when the supply is greater than the visible demand, an artificial demand must be created by making the price so attractive that, whether for investment or for future needs, people will buy who would not ordinarily do so. On the other hand, if the demand is greater than the supply, the only way in which ten thousand articles can be made to go around among twenty thousand potential consumers is by elevating the price to such a point that half these people can not or will not meet it.

"Now, this is very pretty indeed, this scheme which nature has worked out and bestowed upon man for creating a demand sufficient to absorb any excess supply, and equally for curtailing the demand in the interests of a restricted supply. But it will be noticed that in both cases the

Handwork Dominates in This Unusual Sport Model

The beautiful Jackson Sport Car expresses in its own way the distinctive merits of factory practices which permit of a high degree of handwork in the building of a motor car. The cleverness displayed in the individualistic harmony of appearance, from the hand-built California top to the enamelled, steel disc wheels, deftly supplements mechanical worthiness in every unit of construction.

This policy of using handwork wherever it is superior to machine work—a practice unusual in these days of forced production—is still one of the pronounced features of Jackson standards. It is exemplified in the skillful balance of every unit and in the expertness with which the body is hand-molded and hand-built. Such painstaking methods account for those characteristics of honesty and sturdiness which have marked every Jackson for over sixteen years.

Arrange to inspect the irresistible Jackson sport car—ride in it. Its spirited lines and alluring combination of finish and appointments will fascinate; the responsiveness of the car under every whim of the driver will be a revelation. Price $2885, f. o. b. factory. Details and specifications on request.

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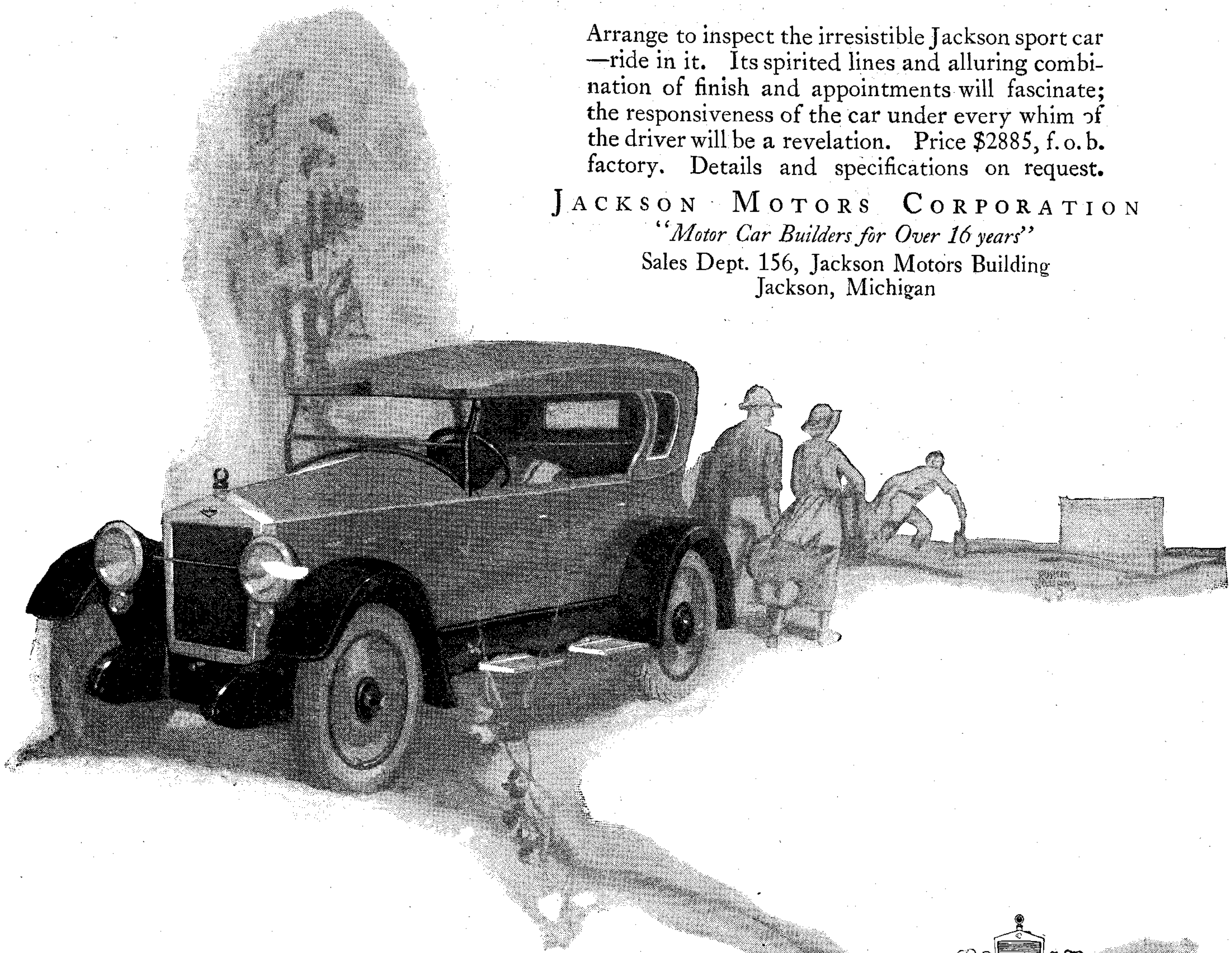


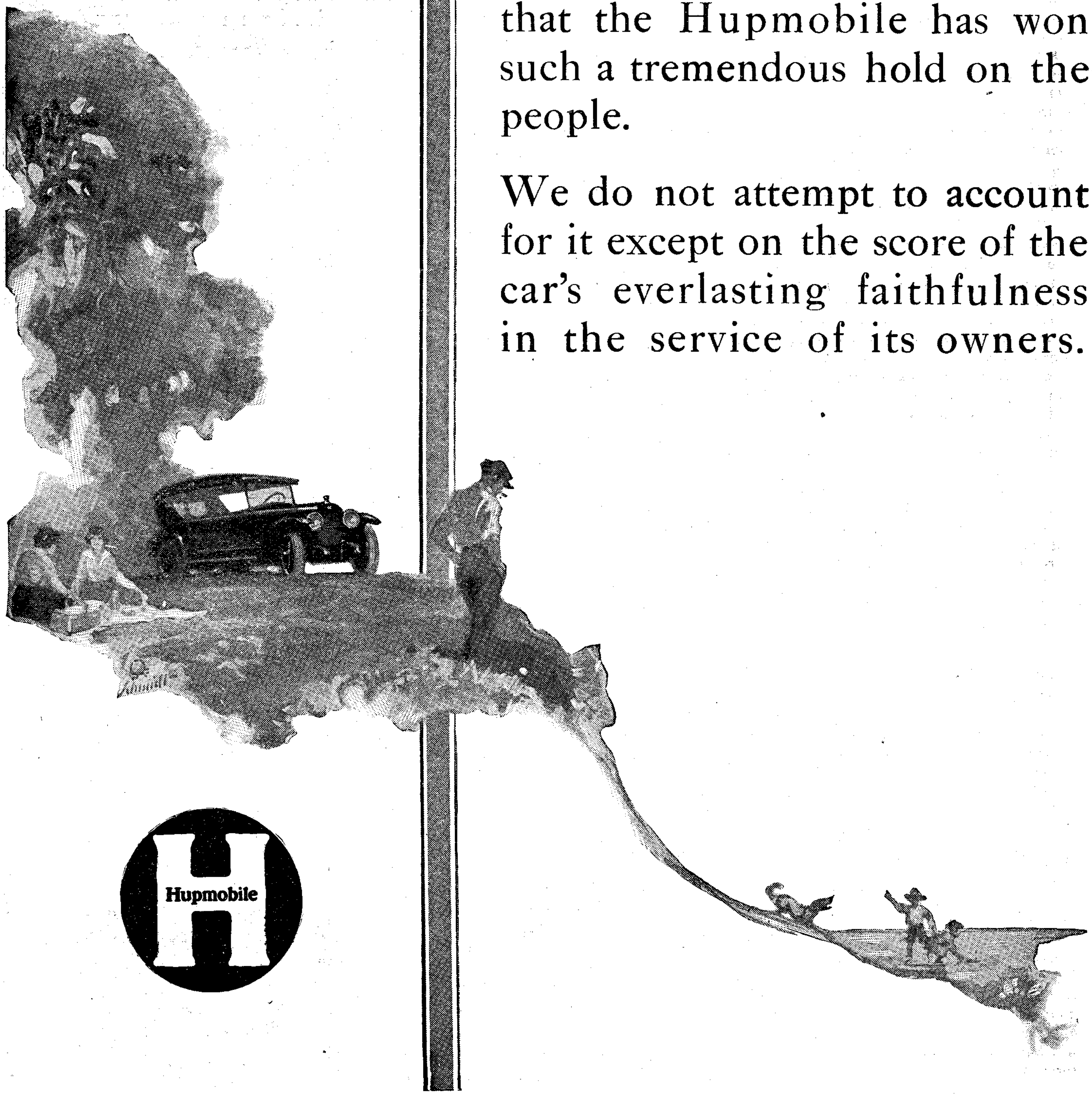
NO HILL TOO STEEP ~ NO SAND TOO DEEP
Jackson
SIX

VERY likely you have observed that the average family refers to its Hupmobile in a decidedly unusual way.

As a rule, the car is spoken of with real warmth of feeling—as one speaks of an old friend.

It naturally pleases us to see that the Hupmobile has won such a tremendous hold on the people.

We do not attempt to account for it except on the score of the car's everlasting faithfulness in the service of its owners.



Hupmobile

SCIENCE AND INVENTION

Continued

adjustment is made by manipulating the demand. The supply, apparently, is to be assumed fixt and immutable—at least until another producing season rolls around with its appeal to the producer to make more or less goods. When there is too great a supply, demand must be stretched; when there is too great a demand, again demand is to suffer the procrustean process and be cut down.

"In earlier and simpler days we have no doubt that this worked out very nicely. But to-day when we go through the motions of cutting down the effective demand, the effective demand simply refuses to be cut. We have a condition which appears entirely novel, in that the consumer refuses to adjust his wants to the visible supply. If shoes are so scarce that the price doubles, according to all the rules of the game the demand and the sales ought to be cut approximately in half. Are they? Emphatically they are not.

"The consumer of to-day is a light-hearted, merry soul. If he could buy his shoes for five dollars, he would presumably do so—save for the relatively few foolish folk who think that dollars and quality are synonymous. If he must pay ten for them, he kicks mildly—and pays the ten. If the price jumps to twenty—well, his protests may be more audible, more indignant, he may insist with greater vehemence than before that the whole system is rotten and that something ought to be done about it—but he pays the twenty.

"We are apparently the victims of an unexampled and unexpected prosperity. Everybody has more money than he ever had before, and has so firmly acquired the mental habit of having money that the possibility never occurs of its future scarcity or of the desirability in spending it of asking for a fair equivalent. We see what we want and take it away with us—we may protest that the price has gone up inordinately, but we pay just the same. And in the other direction, when it comes to adjusting the demand so as to take care of overproduction of certain lines, we are just as inflexible. Of several grades of the same article, everybody insists on having the best and nobody will take the medium and poorer qualities, of which there is therefore a glut.

"We talk about the law of supply and demand. Then we go right out to the butcher and the grocer and the dry-goods store and arbitrarily refuse to give the poor old law a chance to function. If supply can't be immediately adjusted and demand won't be, what can be expected save prices that really will operate to freeze out entirely those whose resources are least? Not until we begin to adjust our demand very generally and on a very earnest scale may we expect to see any material reduction in prices. If we will, as a nation, use old equipment of every sort until we have squeezed out the last drop of utility, and of the things that have to be bought buy the very poorest grade that will approximate satisfaction, we may hope for price adjustments. But between a rigid supply and an inflexible demand, what adjustment can there be? When an irresistible force meets an immovable obstacle, pity the poor fellow caught between—and then stop to ask whether after all if it is not this fellow's obstinacy that makes the obstacle an immovable one."

WHAT LAYMEN HAVE DONE FOR MEDICINE

NO science can stand alone. The greatest of them are the results of team-work, and so it has come about that medical science owes some of its greatest advances to workers who have not been primarily physicians at all. James A. Toby, of the American Red Cross, who contributes an article on this subject to *Modern Medicine* (Chicago), bids us note that the history of medicine contains many instances of doctors who have excelled in other sciences than their own; and we should not be surprized that the converse is also true. Mr. Toby passes by the many great discoveries whose bearing on medicine is only indirect, such as the invention of printing and the laws of gravitation, altho most of these were made by non-medical men. He dwells only on the lay discovery of laws, methods, and curative substances that belong without controversy to medical science. And, first, he asks the meaning of the word "layman" from the medical view-point. Our present-day conception of it, he says, is that it signifies a person who does not possess a medical degree. But previous to the beginning of the nineteenth century a layman may be defined as one who was not actively a professor or practitioner of medicine. He continues:

"It would hardly be fitting to call John Hunter, the greatest of anatomists, a layman, tho his education was only that of the school of experience. On the other hand, Thomas Huxley was a medical graduate, but his life-work was preeminently that of a naturalist, and he is not classed as a medical man.

"General science in the medieval ages, and even in the period following Renaissance, was of a character that permitted men to be masters of several branches of it. To-day the scope of learning is so vast that more often a mastery of only a part of one branch of science is possible. In the fifteenth century, for instance, it was no unusual thing for a scientist to be described as a mathematician, astronomer, alchemist, philosopher, and physician. The term "Doctor of Medicine' was first applied to graduates of the University of Salerno in the twelfth century.

"Altho believed to be more ancient than medicine, surgery did not become a part of medical science until the time of John Hunter (1728-93). Its practise was in the hands of strolling mountebanks, bath-keepers, and barbers. The creator of surgery was one of the latter. He was Ambroise Paré, born in 1510. He served as a barber's apprentice and as a dresser until he became an army surgeon in 1537. He reformed the treatment of gunshot wounds and contributed much to obstetrics. He is also credited with being the first to accuse flies of carrying disease.

"Eli, a strolling quack, is credited with the first perforation of the tympanic membrane for deafness. A London singing-master, Garcia, invented the laryngoscope, and drainage tubes were first made by Captain Creighton in 1730. Chloroform was discovered in 1831 simultaneously by Dr. Guthrie, and by the chemists Soubeiran in France and Liebig in Germany. Ether was introduced principally

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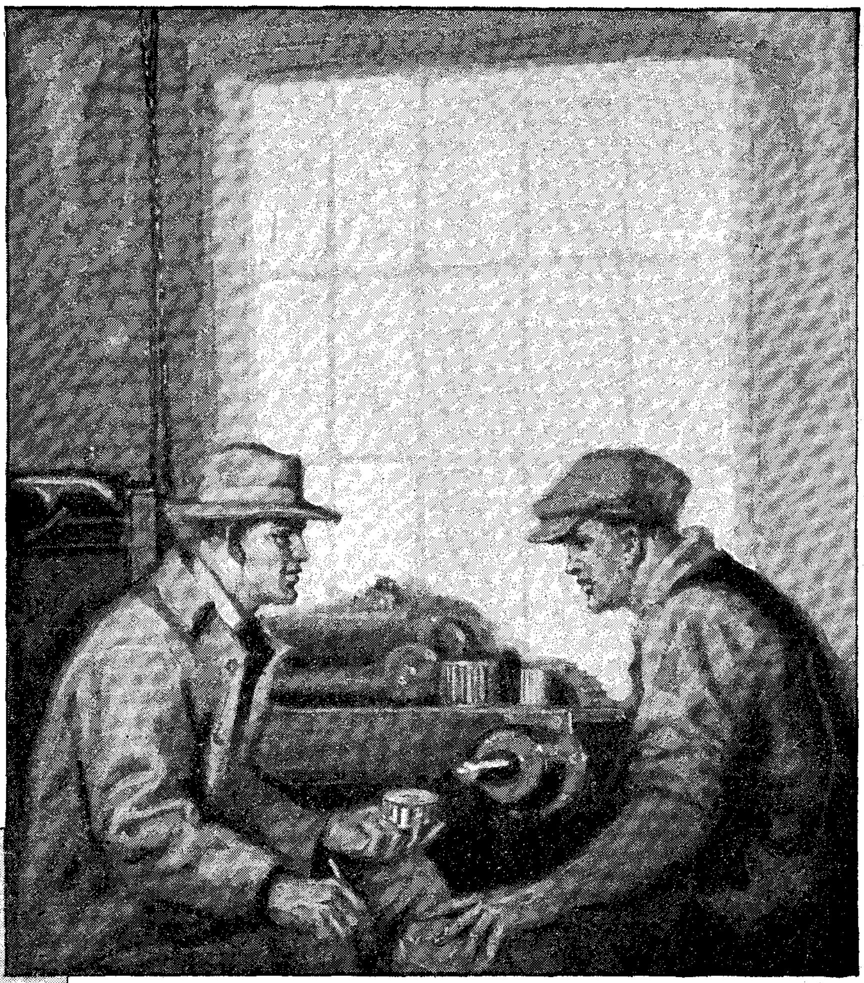

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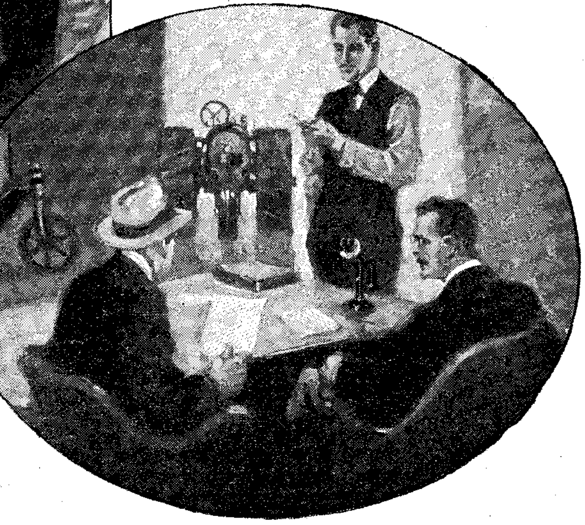

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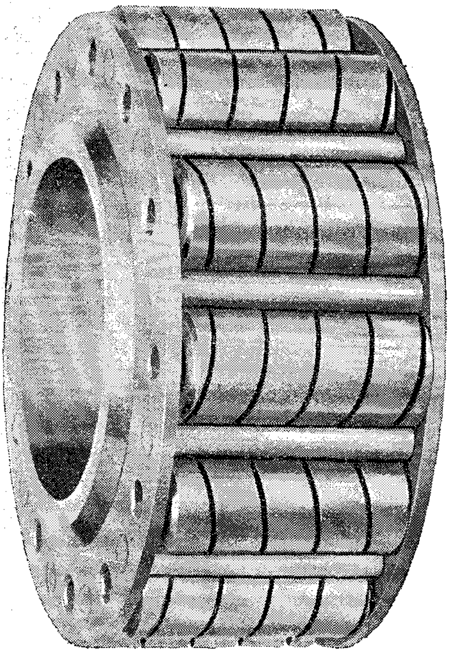

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—and it's homing time for every living creature

Nature, bursting into the full bloom of life each year, stirs the instinctive love of home and companionship in man, bird and beast—and each builds in his own way.

To you who yearn for a home of your own, the building of a bird's nest points a way. The bird never hesitates, but chooses his place and then works diligently until his little home is finished. Why not try it yourselves?

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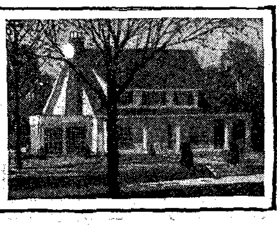


SCIENCE AND INVENTION
Continued

by two dentists, Horace Wells, in 1844, and W. T. G. Morton, in 1846, in the United States.

"The physicists have contributed much to the advancement of medicine. Dr. Roswell Park, in his 'Epitome in the History of Medicine,' remarks: 'The laws of physics have been shown to have an inseparable connection with anatomy and physiology; through Helmholtz they brought the ophthalmoscope; thermal electricity, for the discovery of which medicine is indebted to Seebeck; a better knowledge of optics, thanks to Fraunhofer, who was equally expert in electricity; spectrum analysis, invented by Kirchoff; and the varied efforts of Faraday, Graham Bell, Thomas Alva Edison, and Daguerre, the latter known for his invention of photography. Finally, medicine is immeasurably indebted to Tyndall and Huxley for their teaching of the correlation and conservation of energy.'

"The whole subject of ophthalmology was developed by the physicists and astronomers. Before Helmholtz, a layman, Babbage, had devised an instrument for looking into the eye. Benjamin Franklin (1706–90) invented bifocal lenses in 1785.

"The theory of respiration was, in the words of Dr. F. H. Garrison, 'from Borelli to Magnus, almost exclusively the work of three mathematicians, two physicists, and five chemists.' Borelli (1608–79), a mathematician, originated the neurogenic theory of the action of the heart. Respiration was worked on by Robert Boyle, the chemist, and by Robert Hooke, in the middle of the seventeenth century. Intravenous injection was first performed by the architect, Sir Christopher Wren, assisted by Boyle, in 1656. He was the first to urge transfusion and Boyle the first actually to perform it on animals. In 1666 Denys, a professor of philosophy and mathematics, performed the experiment on human subjects.

"Vaccination was introduced by Edward Jenner in 1796. Jenner was a country gentleman who drifted into the practise of medicine. He attended no medical school, tho he studied for a while under John Hunter.

"The development of the microscope was of importance to medicine. The earliest microscopist was the Jesuit Kircher. Another early worker was Robert Hooke (1635–1703), a physician and mechanical genius. Others who did work in this line were Grew, a botanist; and Swammerdam, a naturalist.

"The cellular theory was developed almost entirely by botanists. Robert Brown found the cell-nucleus in 1831, and Gabriel Valentin the cell-nucleolus in 1836. The greatest researches were made by Schleiden, a botanist, and Schwann, a physiologist. The latter also discovered pepsin and demonstrated that bile is indispensable to digestion. At this time, early in the nineteenth century, much progress was made toward the germ theory of disease, and the microscope was further developed.

"General biology was fostered by the epoch-making treatise on the 'Origin of Species,' by Charles Robert Darwin (1809–82) in 1859. Out of this grew the sciences of comparative physiology, cellular pathology, bacteriology, and parasitology—all of the utmost importance to modern medicine.

SCIENCE AND INVENTION

Continued

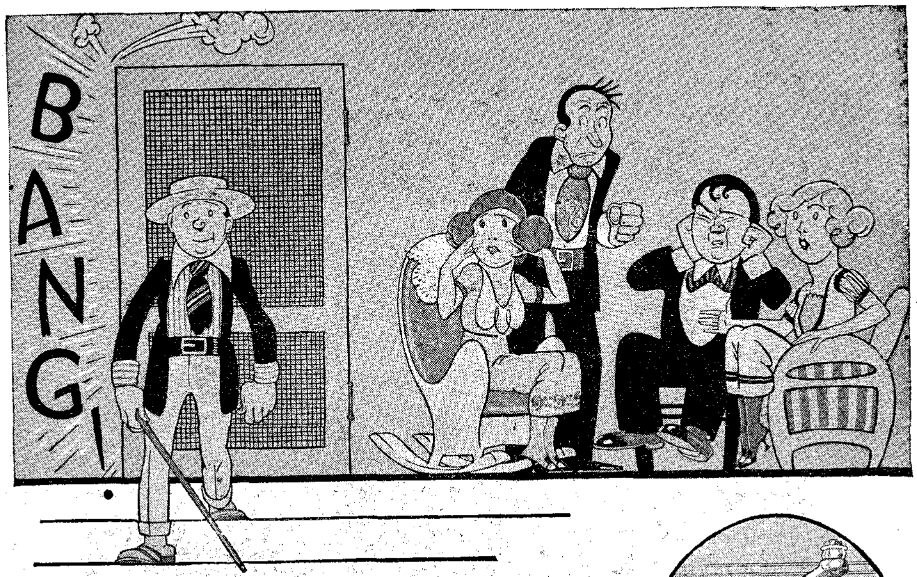
"Bacteriology as a science was founded by Louis Pasteur, a chemist, and Robert Koch, a physician. Pasteur was born in 1822. His whole life was one of brilliant achievements and modern preventive medicine owes more to him than to any other one man. [Pasteur] produced a vaccine for anthrax in 1881, and he also, tho several years earlier, discovered the *Staphylococcus pyogenes*, which causes boils. His principle of killing bacteria by heat is applied for the protection of all foods, as by the pasteurization of milk.

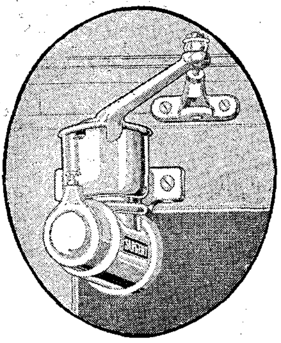
"The sanitation of hospitals and the reform of nursing were due to the efforts of an Englishwoman, Florence Nightingale (1823–1910). She went to the Crimean War in 1854, and her work there is a matter of history. She published her 'Notes on Nursing,' and on her return to England was instrumental in starting a training-school for nurses. Thus a new profession was opened to women, the scope and usefulness of which need no elaboration here."

Public health in this country has been greatly advanced by the work of sanitary engineers and non-medical sanitarians. The first course in sanitary engineering in this country was given at the Massachusetts Institute of Technology. Water supply, sewage disposal, ventilation, vital statistics, and much of industrial hygiene have been developed by non-medical men. Every medical school and college which gives courses leading to degrees in public health in this country, Mr. Toby points out, makes provisions for non-medical men to qualify as health experts. He mentions also that medical education in the United States owes much of its present high caliber to the studies of a non-medical man, Flexner, in 1909–11. He goes on:

"A few miscellaneous discoveries which have not been mentioned in any of the sections above may be inserted here. Between 1593 and 1597 Galileo invented a thermometer and Kepler first counted the pulse in 1600. Quinin was introduced as a cure for malaria in the seventeenth century by a Jesuit who obtained the bark from the natives of Peru. Balsam was discovered by a Portuguese monk in Brazil about 1600. Arsenic was introduced into England in consequence of the success of a patent medicine. Iodin was discovered by a saltpeter-manufacturer. The cure of scurvy is credited to Captain Cook, the explorer. The discovery of the x-ray by Roentgen in 1893 has been of great value to modern surgery. The science of eugenics owes its basis to the law of the Augustinian monk, Gregor Mendel. Most of the drugs of recent times have been the results of experiments by chemists, an example being veronal, which was produced by Fischer in 1904. Radium, discovered by Curie, also has a therapeutic value.

"Thus, it is seen that along with the vast achievements of the great physicians of all times there have also gone many contributions to medical science by chemists, physicists, mathematicians, astronomers, botanists, naturalists, zoologists, physiologists, philosophers, ecclesiastics, sanitary engineers, and various other





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types of common humanity. Science is, however, a unitary thing. All branches of it overlap. What difference does it make whether a man be a doctor of medicine, of philosophy, or of science, if he produce something of permanent value? It is the man and not his title which counts. To contribute to science and hence to civilization and humanity is the privilege and, further, the duty of all mankind."

COMING: THE RIVETLESS SHIP

ONLY one rivetless vessel has been launched so far. That is a tiny affair of 500 tons, built recently in England; but advocates of the electric-welding process predict that this method will shortly be used in putting together ships of the largest size. James G. Dudley, research and experimental engineer of the Merchant Shipbuilding Corporation, who writes on "The Electric Welded Ship" in *The Transportation World* (New York), says that publicity was first given to the possibility for substituting the electric weld for rivets in shipbuilding, in December, 1917, by the Master Builders' Exchange of Philadelphia, as a means of speeding up our building program. This resulted in an investigation of the subject by the United States Government and also in what Mr. Dudley calls "a veritable flood of research, experiment, invention, debate, industrial development, and even actual application." He continues in substance:

> "While it is true that until a very recent date no ship-builder had essayed an ocean-going 'rivetless' vessel wholly constructed by electric welding, nevertheless the onslaught of the radicals was such that the conservatives have been giving ground at an ever-increasing rate for the more than two years which have intervened since printer's ink focust attention upon the vast possibilities that lay in this new application of a well-known scientific and industrial art.
>
> "For more than a decade both electric welding and welding by the thermit process have steadily and continuously (even if a bit unobtrusively) been repairing ocean-going vessels of heavy tonnage to the profound maritime and financial satisfaction of owners and navigators. During the same period some of the progressive steam-railway managerial and engineering staffs have 'discovered' electric welding, and thereby effected economies running into hundeds of thousands of dollars annually.
>
> "Broadly speaking, the iconoclasts of the 'Riveted Idol' claimed that his downfall and the enthronment of 'King Welder' in his place assured not only an actual reduction of fabrication costs of more than twenty-five per cent., but, in addition, established beyond all argument an increase of carrying capacity—by reason of physical savings of lapping of plates and heads of rivets—of fully five hundred tons in a vessel of a rated capacity of eighty-eight hundred tons. Altho much publicity in lay and technical circles and press has been given to the truly marvelous and altogether dramatic reclamation by electric welding of the damaged German vessels interned in American ports during the war, nevertheless the 'mild reservationists' in our commercial ship-building channels have hitherto proved very chary in predicating the design of any ships upon electric welding.
>
> "One large Delaware River ship-building corporation, however, has at least gone to the length of carrying out an exhaustive analysis of a standard cargo-carrier of some 8,800 tons capacity, when wholly fabricated by conventional riveting methods, and then has redesigned this ship—joint for joint—to be fabricated 100 per cent. by electric welding and equipped with 100 per cent. electric power."

Altho up-to-date steps have not been taken we are actually to initiate the building of this type of ship, yet before long some approximation of such an ideal will probably be launched, either on the Delaware or on the Clyde. Already John Bull has outstript us in actual performance by building a 500-ton ship entirely by electric welding. A further announcement has appeared in *International Marine Engineering* describing British conditions as follows:

> "The employment of electric welding on ships has attracted some interest in America, so that the new motor-vessel which is now being completed by Cammell-Laird, and in which the whole of the work has been carried out by electric welding, will, no doubt, be closely watched in that country."

Mr. Dudley goes on:

> "The highest technicians in the United States Navy are eager advocates of this revolutionary method of ship-fabrication and repair, and have employed it upon a very large sale and upon structures of prime importance. Naval designers and inspectors have displayed the most sympathetic and progressive attitude toward this new aspirant for honors—notably in the design and execution of a great sea-going battle-ship target wholly by such means, and in addition by unqualified indorsement of electric welding for the dramatic and highly efficient repair, in record-breaking time, of the power plants of the interned German vessels.
>
> "A critical survey and analysis of 'ship-building as she is wrought' generally throughout the world to-day—whether in Japan, Germany, France, England, or the United States—fully taking into account the new outlook and attitude of ship labor, as well as the economic conditions surrounding this great industry, warrant the deliberate statement that: 'There is not now in sight, or liable to be hereafter, any probable material improvement in the art or technique of riveting or even in the attained or attainable speed thereof over what pretty generally now prevails.'
>
> "In the United States to-day practically all the ship-riveting is carried out by means of compress-air tools, and from coast to coast and from the Great Lakes to the Gulf of Mexico the maximum average which has been achieved, or which may be looked for, is well under four hundred rivets per gang of four riveters per day of eight hours. In Japan and England, at least, these figures are unquestionably matched by skilled riveters, who drive their rivets exclusively 'by hand'—that is to say, without the use of pneumatic tools.
>
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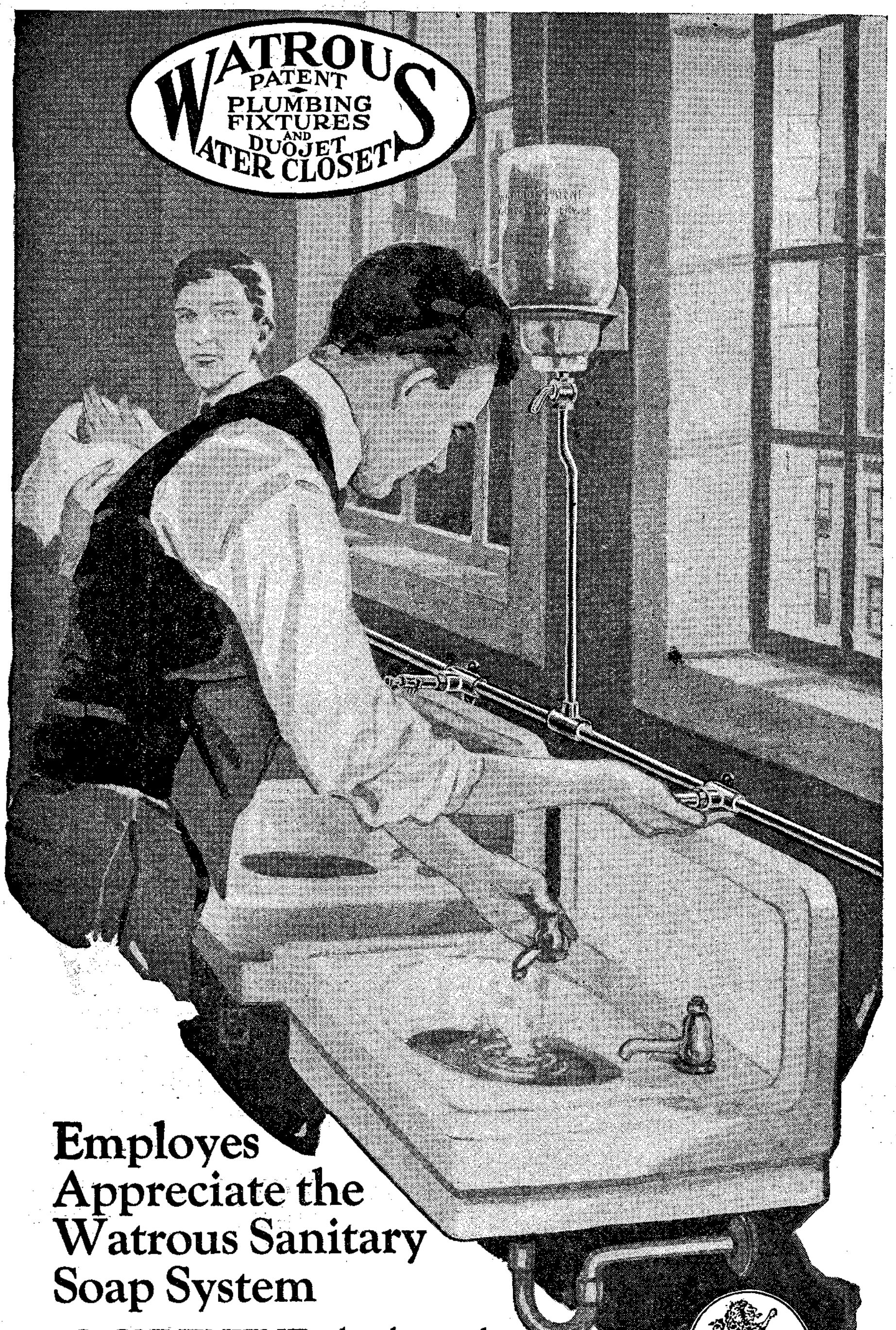

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IMPERIAL PRODUCTS

SCIENCE AND INVENTION
Continued

River shipyards disclose the remarkable fact that the aforesaid 1920 maximum average was exceeded by fully 50 per cent. more than ten years before the opening of the world-war, when no 'modernized' equipment was employed. In one respect alone does it seem possible materially to improve the riveted ship—and that is in a better control, and reduced cost, of the 'bolting-up' operations, which must now necessarily precede the actual riveting. Many attempts, and some partial successes in increasing the efficiency of 'bolting-up' operations were devised during and since the war, but their general effect has thus far been negligible. In electric welding alone is there any great promise of advancement in the art of shipbuilding, and that promise lacks only vision, courage, initiative, money, and skilled technicians to bring about a veritable revolution or—all signs fail."

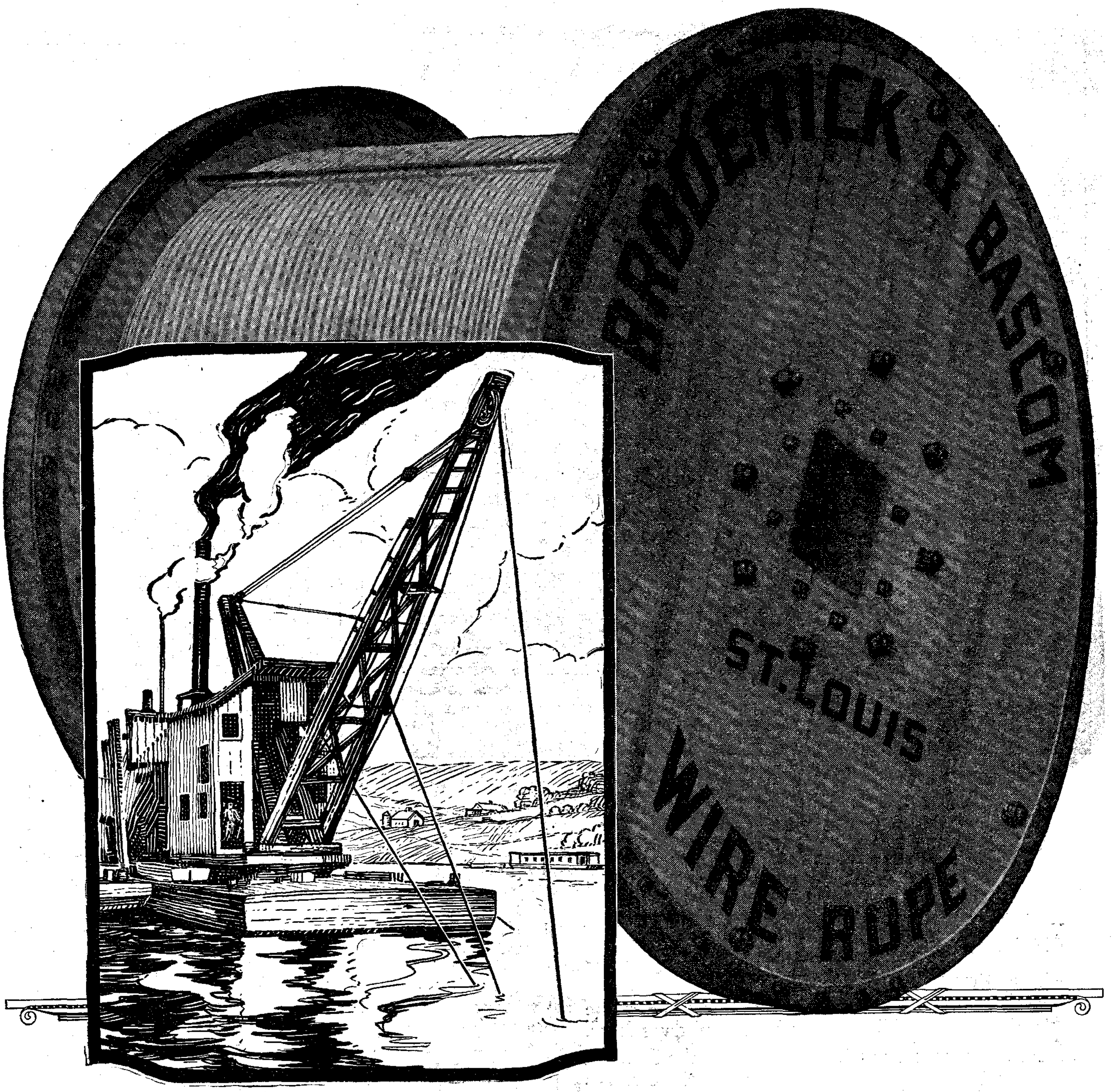
GASOLINE FROM NATURAL GAS

DOES the extraction of gasoline from natural gas rob the gas of heat value at the moment when this is most needed? A press bulletin of the United States Bureau of Mines (Washington) states that this is the popular belief in more than 2,100 towns and cities of the country where natural gas is used. The belief, however, has been rudely upset by the Bureau, we are told, in a series of investigations just completed, which show that the more than two million natural-gas consumers lose practically no heating value through the process. In fact, taking all factors into account, the Bureau claims that the taking of the gasoline from natural gas is a benefit to the consumers and to the whole country rather than a detriment. We read:

"It seems that whenever the weather becomes severe in a place where natural gas is used and the gas pressure becomes low, some one is always ready to suggest that there are gasoline-making plants along the natural-gas main lines that make it a business to take out what little gasoline remains in the pipes, thus impoverishing the gas. It is shown that the gasoline itself is rich in heating value, and taking it away, therefore, robs the gas. During periods of low pressure in winter when there is a shortage of gas many good citizens have felt that they have been doing a service in behalf of the people in making complaints through the courts or legislative bodies against this 'robbing of the gas,' and because consumers have not received competent scientific advice from disinterested sources, there have grown up needless misunderstandings and a waste of efforts on negligible factors concerning the gas supply."

In an endeavor to settle the question for all time and for the benefit of the natural-gas-using public and the good of the entire country, the Bureau of Mines has gone thoroughly into the subject, with the result that the following conclusions have been drawn by Dr. Van H. Manning, director of the Bureau:

"In general, the decrease in heating value



Wire Rope—The Reclaimer

A watery, unhealthful, vermin infested swamp today, the richest farm land a year from today—the result of vision, enterprise, hard work, and the use of hundreds of feet of sturdy, dependable wire rope in dredging drainage canals and ditches.

Miles upon miles of the most productive farm land owe their reclamation to wire rope. Operating on dredges and scrapers under most adverse conditions, wet, sandy, dirt incrusted, still they carry on, making it possible to produce valuable crops where disease and crocodiles bred before.

No task seems too great for wire rope—and none too unusual; for the scope of its usefulness broadens every day. But wire rope that is suitable for one purpose is not necessarily suitable for another. Each use makes certain demands upon a rope that must be met in a certain, definite way.

The Broderick & Bascom Rope Co. makes wire ropes of different grades and characteristics suitable for all purposes. Each, in its proper place, will give the most service for the least money.

B. & B. Yellow Strand Wire Rope, with one strand of yellow to distinguish it, has no peer in strength and wearing quality among high grade ropes.

BRODERICK & BASCOM ROPE CO., ST. LOUIS, MO.

Factories: *St. Louis and Seattle.* Branches: *New York and Seattle.* Warehouses: *St. Louis, New York, Seattle.*

Agents in every locality.

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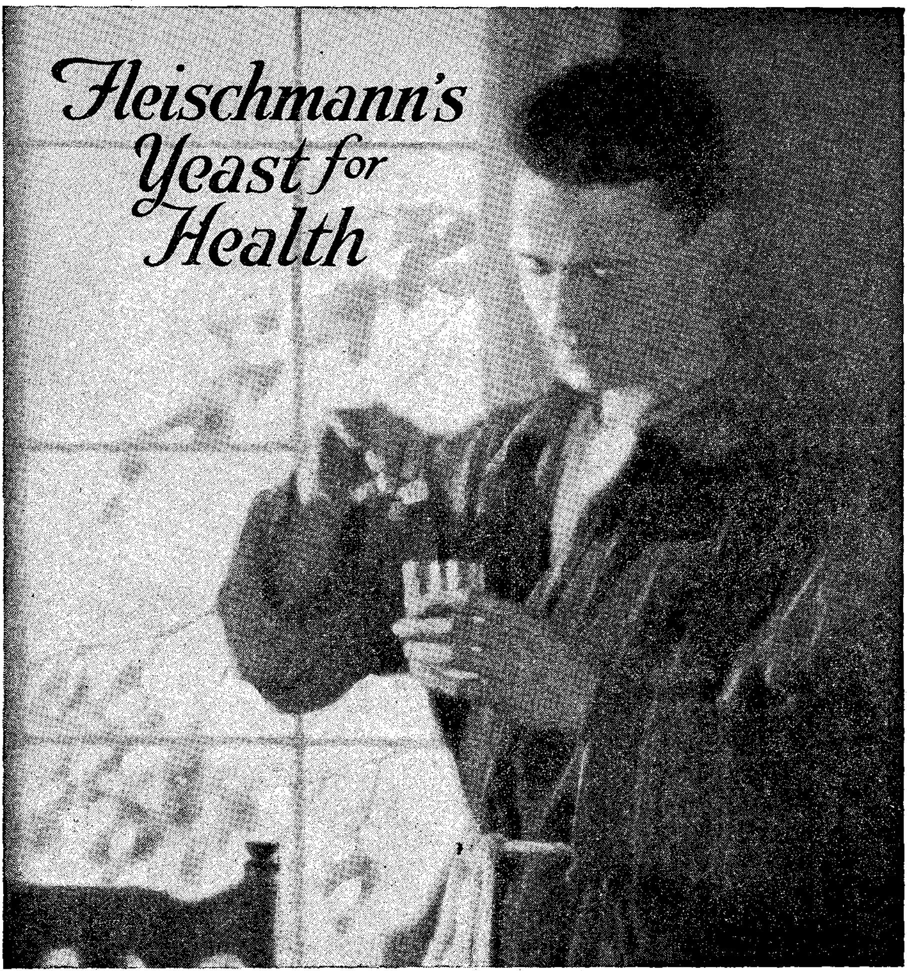

Start the Day Right

YOU, with the "glass of warm-water-before-breakfast" habit, take a "good health" tip.

Break up a cake of Fleischmann's Compressed Yeast in the warm water and note the silky feel of healthy energy that manifests itself if you make this a regular practice.

Yeast feeds the body Vitamine—it relieves the strain that men of affairs feel after a hard day's drive.

Fleischmann's Yeast is a balancer of the diet. It contains elements that complete the nutritive values of other foods. It clears complexions—makes children grow and promotes energy in their elders in a really wonderful way.

To get the best and freshest yeast buy the familiar tinfoil package of Fleischmann's Yeast with the yellow label. Accept no substitute.

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Yeast has an appetizing, creamy taste. You eat from one half to a whole cake 3 times a day before meals, or take it crumbled in water, fruit juices, or milk.

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SCIENCE AND INVENTION

Continued

of natural gas from the removal of gasoline is greatly overestimated. One gallon of gasoline in the natural gas burned by the domestic consumer as gas is worth to him about one and three-quarter cents in heat value, while this same gallon of gasoline to the automobile owner is worth twenty-five to thirty cents. Taking the gasoline out of the gas, one gallon will equal thirty-five cubic feet of gas, but this is not taken from the consumer, because his gas is measured at his home meter, and he obtains one thousand cubic feet of gas irrespective of whether the gasoline is removed or not.

"The Bureau of Mines has even reached the conclusion that the removal of the gaso line from the natural gas is a positive benefit to the consumer. Without these gasoline plants great difficulty has been found by the gas companies in the condensation of the gasoline and water in the pipe-lines, the gasoline and water disintegrating the rubber gaskets in the couplings, resulting in a large leakage of gas and the consequent lowering of the pressure. Therefore, the taking of the gasoline is a safeguard to the consumer that he will not be without gas at serious times by reason of leakage. The installation of these plants eliminates most of the line trouble and gives better service to the public. On the whole, the Bureau of Mines considers the extraction of gasolin from natural gas a great conservation measure and desires to encourage this industry

"Furthermore, several hundred millior gallons of gasoline of the highest fuel valu and adaptability are added to the country' supply, which the Bureau avers would b practically wasted if not taken from th pipes.

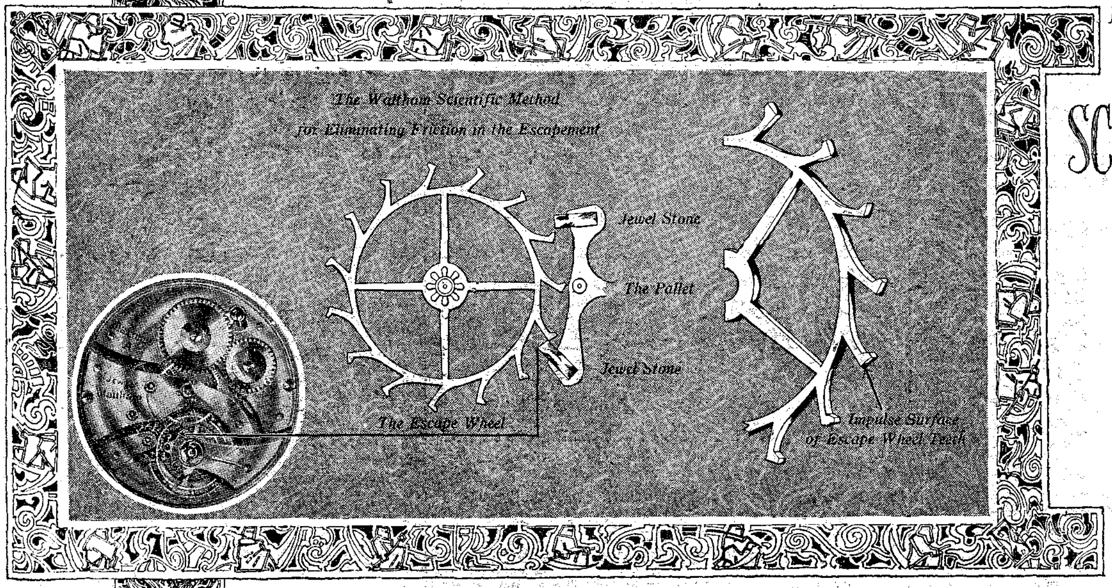
"There is still another reason, as th Bureau sees it, for extracting this gasolin from the natural gas. All gasoline obtaine in this manner has what is known as a lov boiling point; that is, it vaporizes easily and this makes it valuable in starting auto mobiles, especially in cold weather. S valuable is this gasoline for this purpose the refiners use all this supply in blendin with straight-run gasoline with a highe boiling-point in order to produce a gaso line that the automobiles can use withou difficulty. The importance of this is see in the belief that if the refiners were de prived of this gasoline from natural gas fo blending purposes, the automobiles of th country would have more difficulty in usin the gasoline now on the market. It is eve possible that the absence of this high-qual ity gasoline might precipitate a crisis in th gasoline market."

The Bureau of Mines thus conclude from its investigations that the loss fro extracting the gasoline is insignificant an inconsequential when compared to the ad vantages that accrue not only to the pro ducer and distributer, but also to th domestic consumer.

Secrecy Recommended. — POSTWA SPORTSMAN (at a hunt meeting, concludin a passage-at-arms with a member of th ring)—"I'm not one of those toffs tha you think you can impose upon. I'm self-made man, I am."

BOOKMAKER—"Well, I wouldn't talk s loud about it. It's a nasty bit o' work."—*London Punch.*

PROOF



THE MOST SCIENTIFICALLY BUILT WATCH IN THE WORLD

The Waltham Scientific Method for Eliminating Friction in the Escapement
Which Means Accurate Time-keeping and Dependability of Your Watch

THE pallet stones (pieces of selected Ruby or Sapphire perfectly formed in rectangular shape and highly polished) check the power which comes from the mainspring in your watch and then release it 18,000 times or beats per hour.

In these governing functions of the escape-wheel an impulse is given to the balance wheel, which is transferred in governed movement, called Time, to the hands of the watch.

Think, for a moment, of the possibility of friction, where the pallet jewels slide over the impulse surface of the escape-wheel teeth (illustrated above) 432,000 times every twenty-four hours!

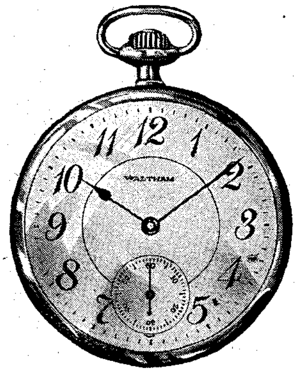
Here was an opportunity for Waltham invention to minimize friction practically to the vanishing point. And friction is the most insidious and dangerous enemy to correct time-keeping in the works of a watch.

After years of experiment and development Waltham invented a machine equipped with a diamond cutter which not only cut the diameter of the escape-wheel to its exact size, but left the impulse surface of the teeth so perfectly shaped (rounded) and highly polished that when the face of the pallet stones (jewels) slid across that surface, friction was practically reduced to its ultimate minimum.

It can readily be seen that this development of the diamond cutter has given the Waltham Watch a positive and valuable advantage in time-keeping and unvarying performance.

The ordinary method of making an escape-wheel is to polish with some polishing compound which being composed of gritty elements cannot be used without particles of grit becoming embedded in the polished surface. This in time roughens the surface of the pallet stones, eventually causing greater friction and consequent variability of time-keeping.

The Waltham Scientific Method, then, of cutting and polishing with a cutter made from a diamond is another hidden, yet vitally important, superiority in the "works" of a Waltham Watch which provides an unanswerable reason why your watch selection should be a Waltham.



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This story is continued in a beautiful booklet in which you will find a liberal watch education. Sent free upon request. Waltham Watch Company, Waltham, Mass.

WALTHAM

THE WORLD'S WATCH OVER TIME

INVESTMENTS • AND • FINANCE

WHY LIBERTY BONDS ARE ON THE BARGAIN COUNTER

LIBERTY bonds "subscribed for by twenty million people and mostly by the poor, paid for patriotically, often at great sacrifice, have gone down in value," in some cases almost 20 per cent., which simply means, in an opinion of a radical paper, *Labor*, that "twenty million Liberty bond investors have been defrauded by the Government." And tho the market quickly reacted from the very low record made by these bonds two weeks ago, financial organs like *The Wall Street Journal* and *The American Banker* remind us that "there is no evidence that present quotations represent the bottom or anything like it." And, as we read in the market letter of one Wall Street bond house, "the average American knows his Liberty bonds are a 'sure thing' if he can afford to keep them, but what he now wants is a 'fair show' to anticipate that certainty before he dies without waiting for the bonds to mature." The slump, as the New York *Evening Sun* notes, means a serious loss to thousands of bondholders, but it is balanced by the fact that Liberty bonds at present prices mean an unprecedented opportunity for investment. For Liberty bonds can now be bought at prices which, if the bonds can be held until maturity, will mean an income of nearly 7 per cent. on some issues. And this opportunity comes at just the right time, we read:

> A great wave of economy has swept the country. From California to Maine reports are coming in of reduced purchasing of goods and of declining prices. The people could not do better than couple this movement with one of wise and conservative buying for investment. What they save by wearing the old suit or by purchasing cheaper shoes, they can wisely put into Liberty bonds.

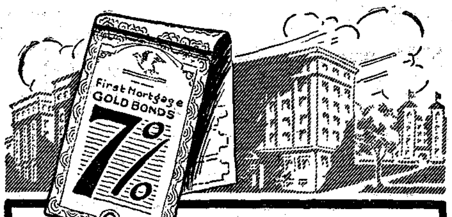
All financial authorities agree that for those who can hold them, Liberty bonds are mighty good property. As the Secretary of the Treasury explains in an official statement which we take from *The Financial World:*

> The depreciation in the market prices of Liberty bonds is the result chiefly of market conditions and does not reflect any change in the intrinsic value of the bonds to investors. In my judgment the present depreciation of the bonds on the market is due chiefly to the fact that of the twenty million Americans who patriotically subscribed during the period of the war large numbers have not been willing or able to exercise such control over their personal expenditure as would enable them to retain their bonds after the cessation of hostilities. Liberty bonds, like other bonds, are subject to market influences, including the law of supply and demand, and their market quotations have declined in consequence of the failure of the great investing public to save in proportion to the enormous expenditure of capital during and since the war. Many patriotic people bought Liberty bonds and Victory notes under the impulse of patriotism who have been unwilling since the war was over to continue to lend their money to the Government, and have forced their holdings on the market more rapidly than others could save funds to invest, with consequent depreciation in market prices. The remedy for this condition is for the people to work and save, to keep their holdings of Liberty bonds as investments, and to purchase additional government securities with their savings.
>
> As the Treasury views it, the Liberty-bond problem is one of quantity. Unfortunately, many holders of Liberty bonds who patriotically subscribed for and held them during the war have since regarded them as so much spending money and thrown them on the market. People generally have been spending money freely and saving relatively little, so that there has not been sufficient capital saved to overcome the pressure upon the market from those who bought bonds as patriots but not as investors. The holders of Liberty bonds who save and hold their bonds as investments will not, in the opinion of the Treasury, have occasion to regret it, nor will they suffer by reason of the present depreciation in market prices.

This, observes the New York *Commercial*, does not tell the whole story. As it explains:

> Liberty bonds have attained their present low value because of the condition of the money market. Commercial paper commands 7 to 7¼ per cent. in the East, and not less than 7¼ per cent. in the West. Standard railway bonds and other corporate issues can not be floated under 7½ or 8 per cent., which represents what money is worth at present. Liberty bonds yield from 3½ or 4¾ per cent., and it is only natural that they should decline in value until their purchase should be the equivalent of a yield of 7 or 8 per cent. They have not got down quite as low as this as yet, but are heading in that direction, [being favored to some slight degree over private issues because they are government securities.

Bond experts, we read in *The Wall Street Journal*, do not believe that this theory can account for the recent March slump in "Libertys", for such a process, they feel, would extend over a long period. They say that the tremendous volume of Liberty issues which has recently been thrown on the market "shows that the selling has come from individuals and corporations hard prest for ready funds who liquidated their 'Libertys' when they could not borrow at the banks because the governments could be sold with less sacrifice of value than would be occasioned by the liquidation of other securities." *The Iron Age*, which has been carefully watching the investments of workers in the steel industry, is inclined to think that the



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Miller 7% First Mortgage Bonds are safe securities because prompt payment of interest and principal when due is assured by a closed first-mortgage on income-earning real estate worth twice total bonds issued. They are further secured by first claim on earnings of property mortgaged.

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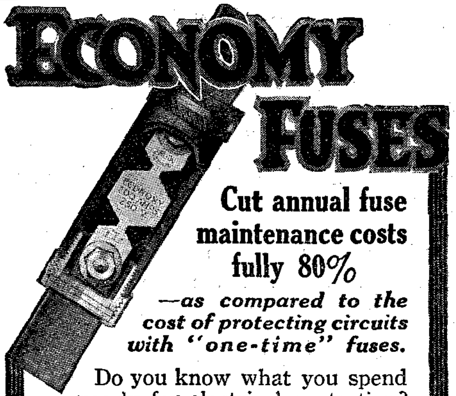

Cut annual fuse maintenance costs fully 80%

—as compared to the cost of protecting circuits with "one-time" fuses.

Do you know what you spend yearly for electrical protection? Call in your electrician—get the figures—they are four-fifths too high if you are using fuses which are discarded after operation.

An inexpensive Economy "Drop Out" Renewal Link, applied in a few minutes, makes a blown Economy Fuse as good as new. Nothing is discarded but the broken fuse strip which has operated. This makes possible the 80% cut in the cost of fusing.

Insist on Economy Fuses—approved by the Underwriters' Laboratories in all capacities—from 0 to 600 amperes in both 250 and 600 volts.

For sale by all leading electrical Jobbers and Dealers

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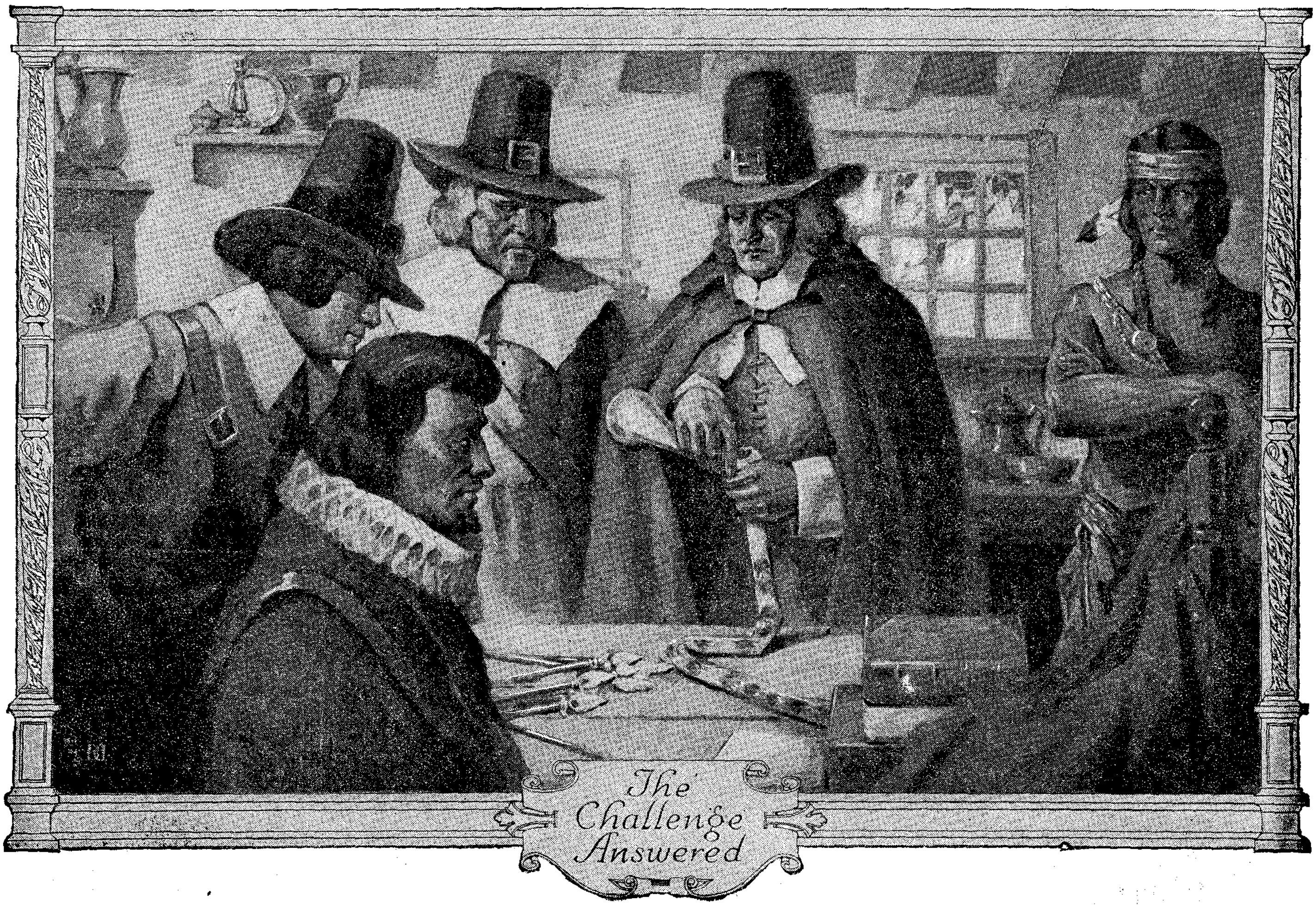
CHICAGO, U. S. A.
Economy Fuses also are made in Canada at Montreal



WHEN Canonicus, war chief of over 2000 savage Narragansetts, sent a snake-skin filled with arrows to the handful of Plymouth settlers, Governor Bradford's answer was the same snake-skin, but filled with gun-powder and bullets — the challenge accepted in unmistakable terms.

He thus defined New England's attitude toward disturbers of the peace. A recent occurrence in Massachusetts clearly demonstrated the vitality of this New England ideal—fearless, uncompromising maintenance of law and order.

New Englanders — in fact all Americans who glory in the old American traditions—will celebrate during the coming year the Tercentenary of the First Landing. Visit old Plymouth and Provincetown; Boston, the scene of the famous "Tea-Party"; Salem, the home port of many old Yankee clipper ships; Lexington and Concord, where was fired the shot "heard round the world."

Make this institution your New England banking headquarters. Six efficiently organized departments—Banking, Foreign, Trust, Bond, Transfer and Vault—enable us to offer unexcelled facilities for complete financial service.

We shall be glad to send you our illustrated brochure "*New England—Old and New*" on request. Address Department B.

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Products from many countries frequently enter, directly or indirectly, into the manufacture of articles of common use.

To bring together these widely scattered materials of industry and to combine them into merchandise require many transactions that are possible only through a world-wide system of banking service.

The great resources of the National Bank of Commerce in New York are employed to facilitate national and international commerce and industry.

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Capital, Surplus
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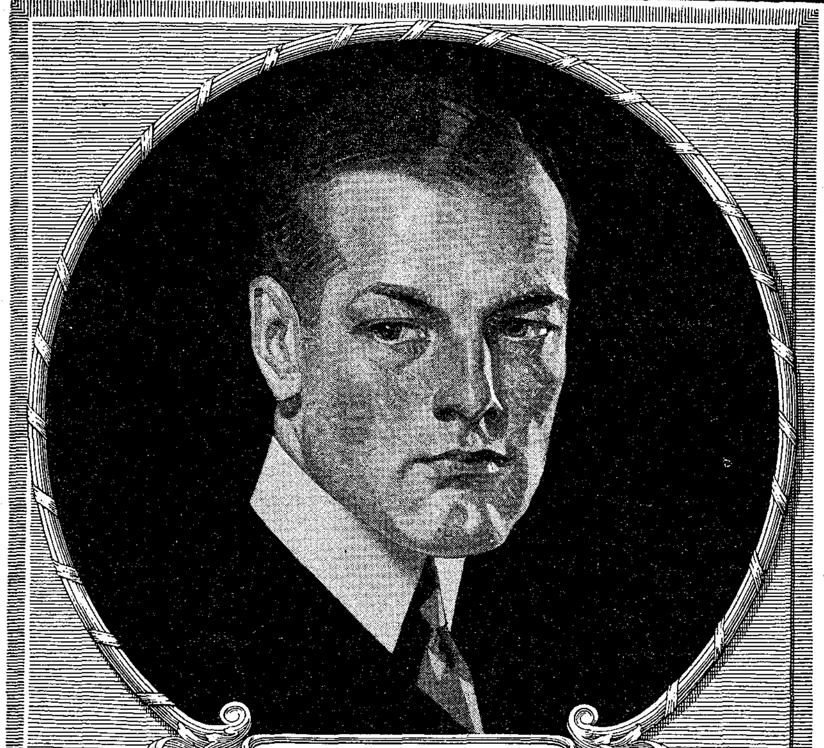
Over Fifty-five Million Dollars



IF Arrow Collars were not the best that you were offered at the price you are asked to pay, then most assuredly they would not be what they are—the most popular collars made in America

ARROW COLLARS

CLUETT, PEABODY & CO., INC., MAKERS

INVESTMENTS AND FINANCE
Continued

liquidation of small denomination Liberty bonds is about at an end. As it says:

> The thrifty still have their bonds or the equivalent. The unthrifty have unloaded for cash, and have spent the cash. Their influence is no longer felt in the bond market to any appreciable extent. Bonds bought on the instalment plan have been paid for and delivered; the high waves of sales which followed the delivery of the paid-up securities have ceased. Purchases are closely approaching sales in their totals.
>
> The final result is that much more than one-half the savings represented by the several bond issues among persons of small means still exists. To very many thousands of them their subscriptions were the beginning of their thrift and, as a direct consequence, they are continuing their savings in other forms, many of them with the cooperation of their employers. Instead of the final reckoning of the bond issues being one of discouragement, it is a cause for sincere congratulation.

The wonderful opportunity offered the investor—particularly the small investor who has a few hundred or a few thousand dollars in the savings-bank—by the present prices of Liberty bonds is a favorite topic of the writers in the financial press. "To rid oneself of 'Libertys' at the present stage of the game when they are gradually making their way into the strong-boxes of those who know how to value them is like throwing out of the window the best and most useful article in the house," says *The Odd Lot Review*, which continues:

> Not always is the American public to have the opportunity of putting its spare cash into the safest and best government security in the world. Times are flush now, but will they always be so?
>
> It is a very simple thing to save nowadays and save systematically. Never was it easier. And the best way of saving is to buy government bonds. Buy them now. For later on with the supply scarce, it will be necessary to pay higher prices for them.
>
> No one should be without at least one Liberty bond. And everybody who has $50 to spare—it takes less now—should buy another one.

In a Washington dispatch to the Chicago *Tribune*, Henry H. Moehlenpah, a Wisconsin banker, now a member of the Federal Reserve Board, says:

> Life-insurance companies and other large corporations are taking advantage of the present price and buying Liberty bonds in large volume. They know that whatever may happen to any country, corporation, or individual, Uncle Sam will pay his debts and pay his interest. Surely what is a wise investment for a life-insurance company is also a wise investment for wage-earners, salaried persons, and savings-bank depositors."

Not in forty-seven years, says one bond dealer, "has it been possible to purchase a United States bond to yield the present rates of income on Liberty bonds." Turning to a table presented by *The Wall Street*

INVESTMENTS AND FINANCE
Continued

Journal, we note that on May 20 Liberty bonds were selling at the following prices with corresponding income yield if held to maturity:

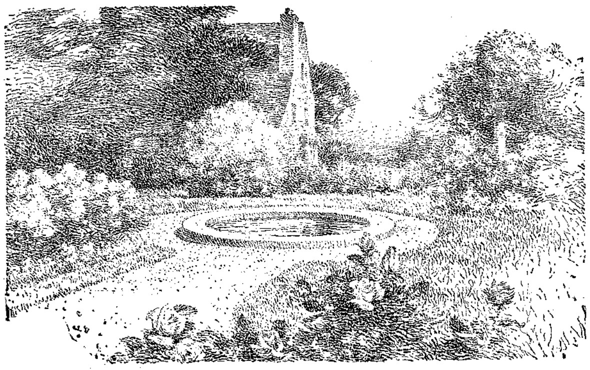
	Price	*Yield Per Cent.*	*Maturity Date*
First 3½s	90.80	4.06	1947
First 4s	83.00	5.17	1947
Second 4s	81.50	5.44	1942
First 4¼s	84.60	5.33	1947
Second 4¼s	82.00	5.68	1942
Third 4¼s	86.70	6.33	1928
Fourth 4¼s	82.70	5.79	1938
Victory 4¾s	95.04	6.59	1923
Victory 3¾s	94.94	5.60	1923

With Liberty bonds at such prices Charles A. Morse, of the Boston Federal Reserve Bank, is quoted in the Boston *News Bureau* as declaring that small investors ought to be given special opportunity by employers to buy bonds at present prices:

> Of all of the millions of investors for $50- and $100-bonds, it is probably true that the greater part of them are disgusted with their investment, and the feeling is that they want nothing more to do with government bonds. Any person, experienced in investing, however, knows that the best way, and the only way, to neutralize an unprofitable investment is to buy more of the same investment when the price is low, provided, of course, that the security behind the investment is perfectly good.
>
> I feel, therefore, that every opportunity should be given the small investors to buy bonds at the present market prices on some plan of partial payment similar to the plans by which they subscribed for the original bonds. I think it is to the interest of the community that these investments should be offered as freely as possible, and that industrial concerns, especially, should at least offer to their employees opportunities to subscribe for the bonds.

Many financial writers emphasize the effect of the increasing investment demand for Liberty bonds, and we read in the bulletin of the bond-house of C. F. Childs & Co.:

> The sooner the market is divorced from the artificial support afforded by bank loans and the business of the country in general is transacted on a more normal basis of credit, the sooner will the Liberty-bond market respond to a larger investment demand. Any substantial contraction in credits, business retrenchment, and curtailment of extravagances will promptly divert and release capital and cause it to be invested in the most conservative, safe investment securities the world affords, namely, Liberty loans. Unless we misjudge the signs of the times, we are to-day in the midst of this crisis or turning-point. Six months hence when the scientifically prescribed sinking fund of the Government becomes available, it would be reasonable to anticipate the beginning of a definite upward swing in the price-level of the market for Liberty bonds. While no precipitate advance is likely, no doubt the full force and cumulative effect of purchases for the sinking fund will then be a most important factor marketwise, and in the meantime we expect the market will have reached its lowest point.



Sow your money carefully

MONEY, to bear fruit, must be sown carefully in tested soil. Any bond, or note, or preferred stock will not do.

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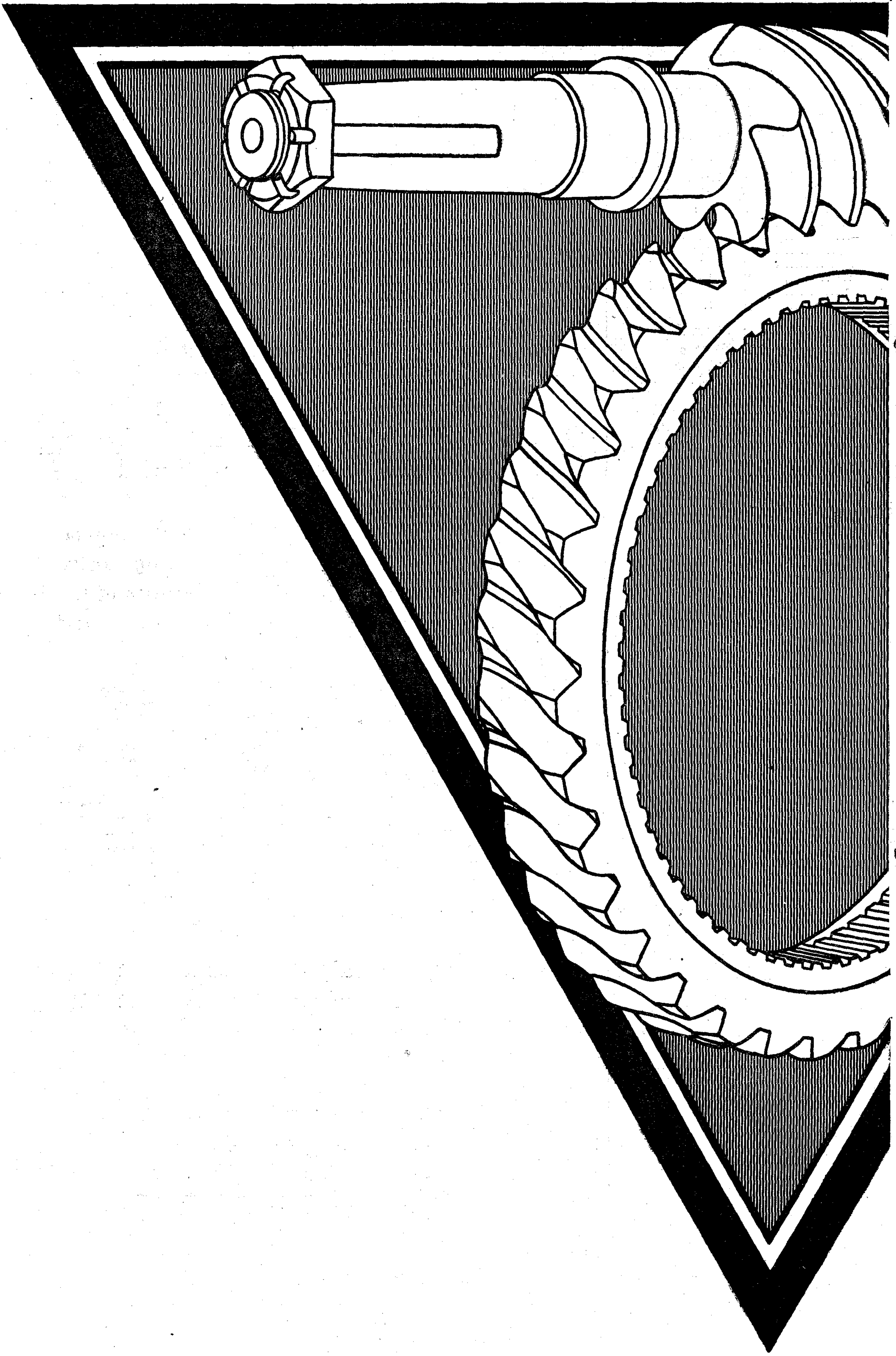

Leading an Industry

Simplicity, maximum strength, ready reliable power, quiet gears, complete protection of working units, continuous lubrication—these are the qualities of the Timken-Detroit Worm Drive Axles that support and drive the following leading motor trucks:

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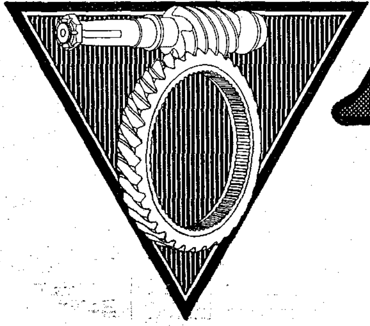
TIMKEN-DETROIT AXLES



VACATION TRIPS IN AMERICA

THE TIDE OF SUMMER TRAVEL

"NEVER in the history of our country," says John P. Clum, of the Bureau of Service, National Parks, and Monuments, "have Americans appreciated America as they do to-day. The war has developed national pride and patriotic zeal to such a degree that any subject purely American at once appeals to the interest and sympathy of the American public."

This interest is reflected in the vast tourist movement of last year which taxed to capacity transportation and hotel accommodations. During the year, for instance, 716,955 visitors entered our National Parks. More than a million vacationists flocked to the National Forests of Colorado, an increase of sixty-six per cent. over the year 1916. This year's summer tourist travel gives promise of exceeding even the unprecedented volume of last year.

No continent is richer than America in variety of natural attractions, while our resort facilities provide every form of summer amusements.

In the pages following a brief outline is given of the more important playgrounds in America with routes making them accessible.

We find the leading features of each conveniently described and elaborately illustrated in the attractive literature issued by transporatation and resort managements, and also through various publications of the National and State governments, and we can best serve the wishes of our readers perhaps by making a convenient and thoroughly impartial digest of these innumerable recreation booklets.

Across the continent in almost every direction are highway routes followed by a vast multitude of vacationists who travel by motor. Besides thousands who thus travel in their own cars, scores of automobile stage lines provide communication with many of our greatest scenic attractions inaccessible by rail or water transportation. Almost every motor route is now mapped clearly and minutely described in the many guide books and maps devoted to road information.

RECREATION IN NEW ENGLAND

For many decades the popularity of the New England States has never waned. Perhaps more than any other of our recreation regions is this a land of summer homes and dignified hotels. There is ample variety of attraction for the vacationist who goes "Down East." Seashore, mountain, river, and lake tempt with bewildering profusion of riches.

THE SEASHORE

We may begin with Maine and come down the much-indented coast-line to the New York commuting area of the Connecticut shore, meeting an almost continuous succession of resorts. Who in a few words, for instance, can picture Bar Harbor and Mount Desert (now Lafayette National Park), where mountain and sea meet in enchanting combination; the island-dotted Penobscot Bay; Old Orchard, with its sweep of white-sanded beach; "The Yorks" with their exclusive cottage colonies; the breeze-swept Isle of Shoals; the Massachusetts north shore colonies at Magnolia, Marblehead, Nahant; the quaint Cape Cod country; Newport with its glitter of wealth; Watch Hill, and scores of other famous seashore summering grounds.

THE LAKES

If we turn from salt to fresh water there are attractive and picturesque lakes to tempt us. In Maine there are Moosehead, forty miles in length; the Rangeley chain, much frequented by fishermen; Sebago the beautiful; the Belgrade series, and countless others. In New Hampshire there is that resort of generations of tourists, Winnepesaukee, the largest of all fresh-water bodies within the State, and Sunapee, resting among wooded hills more than a thousand feet above sea-level. Vermont lays claim to the eastern shore of Champlain, and on her northern boundary she shares with the Dominion Lake Memphremagog, famed for its scenery and fishing.

THE MOUNTAINS

In considering the New England playgrounds we instinctively think of the two mountain systems to which tourists since the stage-coach days have journeyed—the White Mountains of New Hampshire and the Green Mountains of Vermont. An area of more than 327,000 acres surrounding Mount Washington, the highest peak (6,290 feet) in New England, is included in the White Mountain National Forest. One may either camp here or stop at some of the best hotels in America. There are few mountain regions more beautiful than the Franconia, Dixville, or Crawford Notches, or the Bretton Woods, while the climb to the summit of Mount Washington with its vast panoramic views, whether by historic "cog-wheel" road, walking, or motoring, is indispensable to the White Mountain tourist. The Green Mountains with Mount Mansfield (4,457 feet), as their highest monument, offer many vacation attractions, some of the favorite vacation centers being Sharon, Randolph, Richmond, Windham, Stowe, etc. In Massachusetts are the Berkshire Hills with their centers of fashionable summer homes at Lenox, Stockbridge, and other parklike New England towns.

All-water trips to points on the New England Coast are outlined fully elsewhere. Rail access to New England resorts from New York, Albany, or Boston is provided by the steel network of the New York, New Haven, and Hartford, Boston and Maine, Maine Central, Bangor and Aroostook, Central Vermont, Rutland, and Boston and Albany lines with their numerous connections.

ON THE SEA BEACHES OF LONG ISLAND AND NEW JERSEY

For all who delight in ocean bathing the famous beaches within short distances of New York or Philadelphia afford ample accommodation. Long Island has a double shore line of seaside resorts. Among the notable places on the North Shore are Manhasset, Glen Cove, Locust Valley, Bayville, Oyster Bay, Coldspring Harbor, Huntington, Northport, and Greenport. The South Shore is famous for its Coney Island, Rockaways, Bayshore, Patchogue, Eastport, Southampton, Easthampton, Montauk, etc. All of these Long Island shore resorts and many attractive inland towns are linked with New York by the Long Island railroad trains running to and from the Pennsylvania Station.

Vast multitudes of vacationists flock to New Jersey's long string of broad sea beaches, including among the galaxy Long Branch, Asbury Park and Ocean Grove, Belmar, Sea Girt, Barnegat, Atlantic City, and Cape May. The premier resort of this series is Atlantic City with its sky-scraper hotels open both summer and winter and its miles of board walk.

Long Branch, Asbury Park, Belmar, Sea Girt, and Atlantic City are reached by divisions of the Central Railroad of New Jersey on the Pennsylvania System. Atlantic City is also reached by the Philadelphia and Reading. Barnegat is on the Central Railroad of New Jersey and Cape May on the Pennsylvania.

ATLANTIC COASTWISE AND INSULAR TRIPS

The diversity of water trips to and from Atlantic ports is sufficient to satisfy almost every range of expense and time. In the following table a brief outline is given of some short and long voyages.

New York to Bridgeport.

Sailings daily except Sunday by Bridgeport Line of the New England Steamship Company. Daylight service New York to Bridgeport, night service Bridgeport to New York.

New York to Hartford.

A 160-mile sail over the waters of Long Island Sound and up the picturesque Connecticut River, daily except Sunday by steamers of the Hartford and New York Transportation Company.

New York to New London.

By New London Line of New England Steamship Company each week day.

New York to Greenport, Shelter Island, Block Island.

Steamer service by Montauk Steamboat Company. See schedules for summer sailings.

New York to Newport.

Daily service by steamers of the Fall River Line, New England Steamship Company.

New York to Fall River.

By Fall River Line, New England Steamship Company. Connecting at Fall River with special steamer trains for Boston.

New York to Providence.

Daily sailings by Bay State Line, Hartford and New York Transportation Company and by Colonial Line, Colonial Navigation Company.

Washington to Norfolk.

Daily steamer service down the historic Potomac River passing Mount Vernon and through the waters of Chesapeake Bay by Norfolk and Washington Steamboat Company.

Jacksonville to Savannah and Philadelphia.

Leave Jacksonville Thursdays by Merchants and Miners Transportation Company, due Savannah Friday, leave same day, arrive Philadelphia Monday.

Baltimore to Savannah and Jacksonville.

Leave Baltimore Wednesdays, due Savannah Saturdays, by Merchants and Miners ships, leave same day, due Jacksonville Sunday.

Jacksonville and Savannah to Baltimore.

Leave Jacksonville by Merchants and Miners ships Tuesdays, due Savannah Wednesdays, leave Savannah same day, due Baltimore Saturday.

New York to Charleston.

Thrice a week sailings by ships of the Clyde Line. Time of voyage, two days.

New York to Savannah.

Biweekly sailings from either port by Savannah Line, Ocean Steamship Company. Time of voyage, sixty-three hours.

New York to Jacksonville.

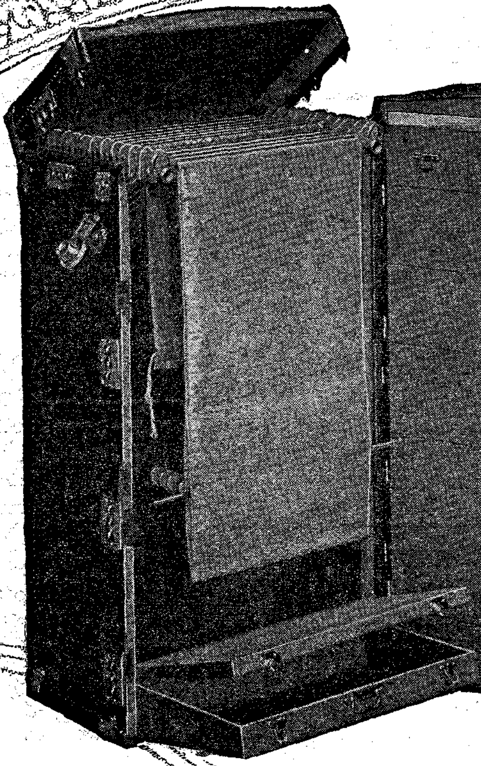
Thrice a week sailings by Clyde Line Steamships. Time of voyage three days.

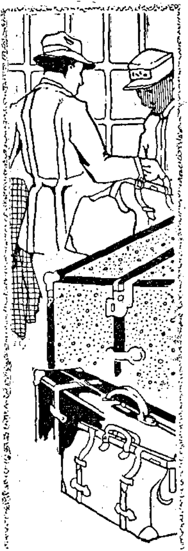
New York to New Bedford.

Summer service by New Bedford Line, New England Steamship Company. See schedules for summer sailings.

New York to Martha's Vineyard and Nantucket.

New Bedford Line steamers New York to New Bedford, thence by steamers of New Bedford, Martha's Vineyard, and Nantucket Line. See schedules for summer sailings.





Is vacation comfort worth a thought about your luggage

PACKING ought not to be the nuisance it so often is. Nor should you be forced to have everything pressed the minute you open your trunk.

Yet thousands of men and women go through the same thing every summer—and never seem to realize what a Belber Wardrobe Trunk could do for them.

You arrive at your hotel, or cottage, tired after a hot, dirty trip.

Your trunk is brought to your room. You unlock it—swing it open. There! All your clothes as fresh as when you put them in. Everything in its place—nothing mussed. No unpacking to do—no trouble at all. You are at home and settled at once.

A Belber Wardrobe. Remember that name—"Belber." It stands for thirty years' experience in producing fine luggage for people who know how to travel in comfort.

People who are critical about the style of their personal equipment.

People who know *values*—and that the dearest dollar in the world is the one "saved" by buying inferior goods.

Whether Wardrobe Trunk, Bag or Suit-Case, the seasoned traveler will tell you that nothing else stands the strain of hard traveling so well as a Belber.

Ask the leading dealer in your city. He will tell you that Belber is the largest maker of high-grade luggage in the world—and that Belber is the backbone of his fine luggage trade.

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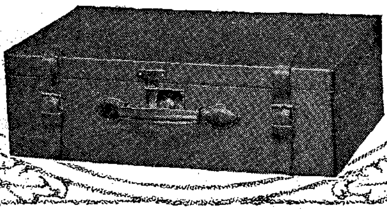
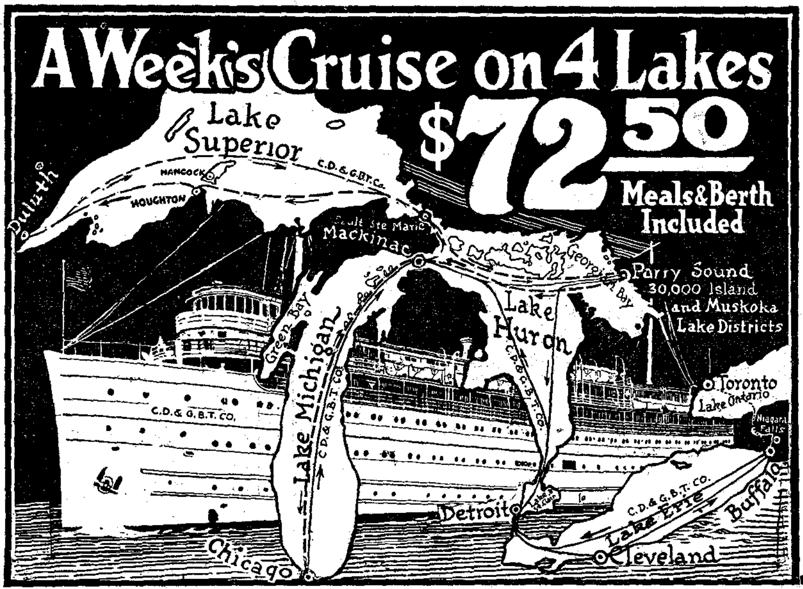
THE BELBER TRUNK & BAG COMPANY, Philadelphia, Pa.

Write for Booklet G describing a splendid line of Wardrobe Trunks. Ask for Booklet H if a Bag or Suit-Case interests you.



Sales Offices and Factories: New York, Philadelphia, Woodbury, N.J., Pittsburgh, Chicago, Oshkosh, Wisc., Minneapolis, San Francisco



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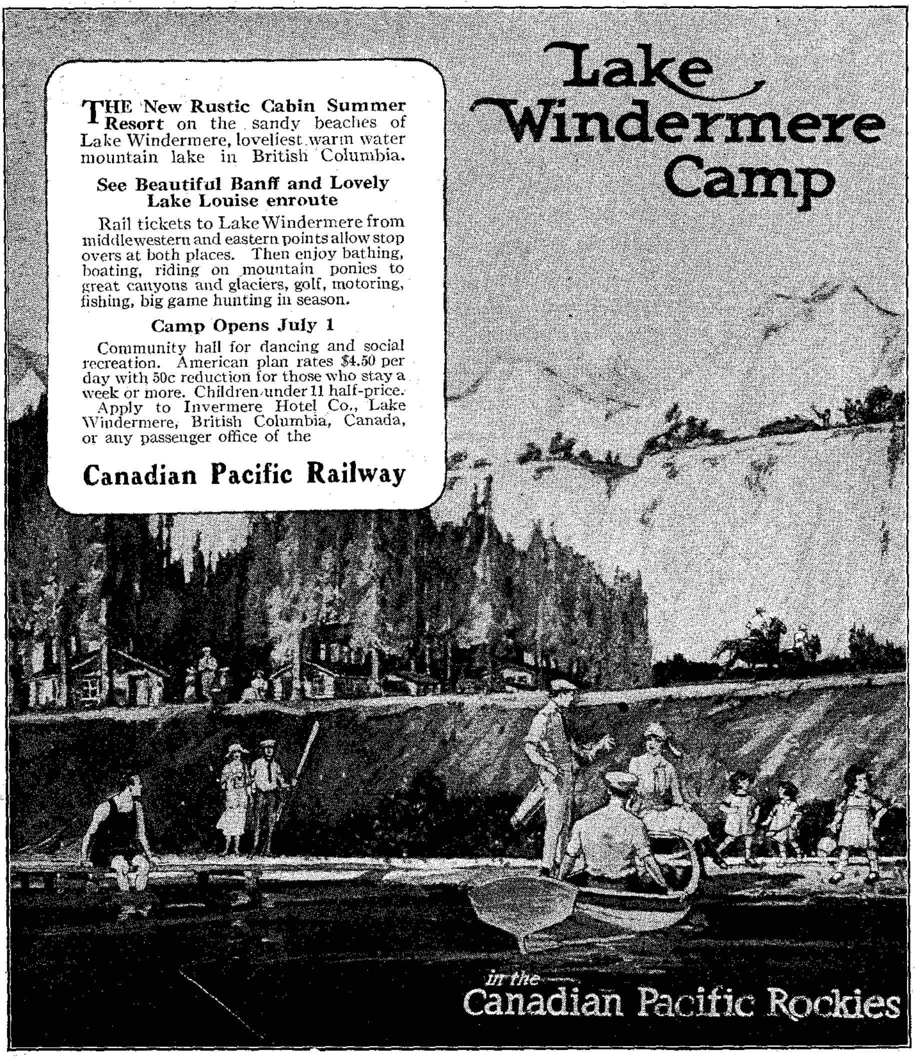

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THE **New Rustic Cabin Summer Resort** on the sandy beaches of Lake Windermere, loveliest warm water mountain lake in British Columbia.

See Beautiful Banff and Lovely Lake Louise enroute

Rail tickets to Lake Windermere from middlewestern and eastern points allow stop overs at both places. Then enjoy bathing, boating, riding on mountain ponies to great canyons and glaciers, golf, motoring, fishing, big game hunting in season.

Camp Opens July 1

Community hall for dancing and social recreation. American plan rates $4.50 per day with 50c reduction for those who stay a week or more. Children under 11 half-price.

Apply to Invermere Hotel Co., Lake Windermere, British Columbia, Canada, or any passenger office of the

Canadian Pacific Railway

VACATION TRIPS IN AMERICA
Continued

NEW YORK TO BOSTON.

All-water route, 260 miles, via Cape Cod Canal with daily sailings by Metropolitan Line, Eastern Steamship Lines.

NEW YORK TO HALIFAX AND ST. JOHN'S.

A twelve-day cruise by steamships of the Red Cross Line with frequent sailings, total distance of round trip, 2,240 miles.

BOSTON TO PORTLAND, BANGOR, BAR HARBOR, EASTPORT, ST. JOHN.

Several sailings each week to each of these ports by steamers operating over various divisions of the Eastern Steamship Lines.

BOSTON TO YARMOUTH.

Biweekly sailings by Boston and Yarmouth Steamship Company.

BOSTON TO PHILADELPHIA.

Leaving by ships of the Merchants and Miners Transportation Company Wednesdays and Saturdays, arrive Philadelphia Fridays and Mondays.

PHILADELPHIA TO BOSTON.

Service by Merchants and Miners Transportation Company Wednesdays, Saturdays, arrive Boston Fridays, Mondays.

BOSTON TO SAVANNAH.

Biweekly sailings by ships of the Ocean Steamship Company. Time of voyage between each port, 87 hours.

BOSTON TO BALTIMORE.

Leave Boston Tuesdays, Saturdays, by ships of the Merchants and Miners Transportation Company, arrive Norfolk Thursdays, Mondays, leave same day, arrive Baltimore Fridays, Tuesdays.

BALTIMORE TO BOSTON.

Leave Baltimore, Merchants and Miners Transportation Company Tuesdays, Fridays, due Norfolk Wednesdays, Saturdays, leave Norfolk same day, arrive Boston Fridays, Mondays.

PROVIDENCE TO NORFOLK.

Sailings each Tuesday by Merchants and Miners Transportation Company, arriving Norfolk Thursdays.

NORFOLK TO PROVIDENCE.

Leave Norfolk Tuesdays, Fridays, due Providence Thursdays, Sundays.

PROVIDENCE TO BALTIMORE.

Leave Providence Fridays by Merchants and Miners Transportation Company, sailing direct to Baltimore.

BALTIMORE TO PROVIDENCE.

Leave Baltimore by Merchants and Miners Transportation Company Mondays. This ship waits over the following day at Norfolk. Leaves Norfolk Tuesday, arrives Providence Thursday.

BALTIMORE TO NORFOLK.

Baltimore to Norfolk by steamers of Old Bay Line, Baltimore Steam Packet leaving Baltimore week-days and alternate Sundays; also by steamers of Chesapeake Line, Chesapeake Steamship Company, leaving Baltimore week-days and alternate Sundays.

BALTIMORE TO RICHMOND.

By steamers of York River Line to West Point, thence by rail to Richmond. Week-days and alternate Sundays 6 P.M. from Baltimore, due Richmond 8:45 A.M. Leave Richmond 5:10 P.M., due Baltimore 7 A.M.

NEW YORK TO BERMUDA.

Sailings from New York by Furness Bermuda Line with special eight- and nine-day summer vacation tours.

NEW YORK TO NASSAU AND HAVANA.

Frequent sailings by ships of the Ward Line, New York and Cuba Mail Steamship Company.

SPECIAL CRUISES TO WEST INDIES, PANAMA, CENTRAL AMERICA, ETC.

NEW YORK TO PORTO RICO.

Sixteen-day tour to and around the island by New York and Porto Rico Steamship Company. Sailings weekly.

NEW YORK TO HAVANA, CRISTOBAL, AND PORT GIMON, AND RETURN.

Twenty-three-day cruise, United Fruit Company. Sailings Saturdays.

NEW YORK TO KINGSTON, CRISTOBAL, CARTAGENA, PUERTO COLUMBIA, SANTA MARTA, CRISTOBAL, AND RETURN.

Twenty-three-day cruise, United Fruit Company. Sailings Tuesdays.

NEW YORK TO KINGSTON AND RETURN.

Sixteen-day trip, United Fruit Company. Sailings Tuesdays.

NEW YORK TO KINGSTON, CRISTOBAL, BOCAS DEL TORO, AND NEW ORLEANS.

Sixteen-day trip, United Fruit Company. Sailings Tuesdays.

VACATION TRIPS IN AMERICA
Continued

NEW ORLEANS TO CRISTOBAL, BOCAS DEL TORO, HAVANA, AND RETURN.

Fifteen-day cruise, United Fruit Company. Sailings from New Orleans Wednesdays, fortnightly.

NEW ORLEANS TO HAVANA, CRISTOBAL, BOCAS DEL TORO, AND RETURN.

Fifteen-day cruise, United Fruit Company. Sailings from New Orleans Wednesdays, fortnightly.

FROM THE HUDSON TO THE ST. LAWRENCE

From the mouth of the Hudson to the headwaters of the Richelieu and beyond to the St. Lawrence extend that series of waterways marking the historic route of explorers, armies, and colonists from Canada to New York. By a coincidence Henry Hudson and Samuel de Champlain each discovered the waterways on this northern trail in the same year. The journey between New York and Montreal, fraught with danger and hardship in the olden times, is to-day a most delightful vacation trip. Well-appointed steamers operate on schedules interlocking with trains over the land portions of the route. The ideal way to make this trip is by water so far as possible.

THE HUDSON RIVER

The spell under which the Hudson holds the traveler is unlike that of any other American river; for her valley holds the stories of discovery, the legends made immortal by Irving and others of the "Hudson River School" of authors, poets, and painters, the scenes of stirring battles, the beauty of river scenery varied, entrancing, untiring. Sailing upon her waters, we picture the *Half Moon* at anchor in the shadows of the beetling Palisades; we hear in imagination the din of muskets at Fort Washington and Stony Point; we gaze in admiring wonder at the unfolding vistas of the Highlands; we feel the spirit of peace as we glide by the pastoral beauty of the upper reaches. From its noble gateway at the sea to the crystal waters of its source flowing from lake "Tear of the Clouds" in the Adirondacks every mile is changeful and full of charm.

SARATOGA SPRINGS

The sixty-nine miles of land intervening between Albany and Lake George are traversed by rail. About half-way is encountered America's most famous Spa—Saratoga Springs. The springs are now under control of the State of New York and Saratoga is returning year by year to her old-time glory. If it be the racing season, the tourist stopping over here on his northward trip will see a spectacle each afternoon rivaling Longchamps or Epsom Downs. "The season" at the superb Saratoga track this year will be from August 2 to 31. Northward from Saratoga the train passes through Glens Falls, made famous by Cooper, and still farther on "Bloody Pond" with its grim memories of the Battle of Lake George.

LAKE GEORGE

As the tourist alights from the train at Lake George Station and steps on board the trim white steamboat tied up alongside the platform his gaze down the lake is upon a scene of rare loveliness. It is a vista of miles upon miles of forest-clad mountains descending upon exquisitely

Chateau Frontenac
Quebec Canada

ON the cliffs of old French Quebec, on the site where the Comte de Frontenac built his Chateau St. Louis, is one of the most individual and beautiful hotels in the world—the CHATEAU FRONTENAC. Like a king's castle it stands dispensing a royal hospitality, a friendly ease and welcome.

Below flows the St. Lawrence. The Laurentian Mountains stretch to the horizon. An old-world atmosphere surrounds it, as in Normandy, with a glamour of history and romance. Old battle-fields, shrines, and places of natural beauty are nearby.

The fine motor roads leading to Quebec over mountains, through forests, by lakes, are now a glory of new greens and blossoms. There are always companionable, cosmopolitan people at *The Frontenac*—music, dancing, life. A cuisine of Paris, London, and New York, and the perfect appointments and individual service of a Canadian Pacific Hotel.

The Chateau Frontenac is always open; but Spring and early Summer are most enchanting in Canada—the ideal seasons for golf and motoring. For full particulars and reservations address

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—will take you to the seaside city of your dreams, at San Diego, California.

Here summertime is always cool.

Eighty-five thousand residents enjoy miles of attractive homes overlooking bay and ocean—or built around a thousand acres of flower-courted park.

The ideal city for your permanent home is

San Diego
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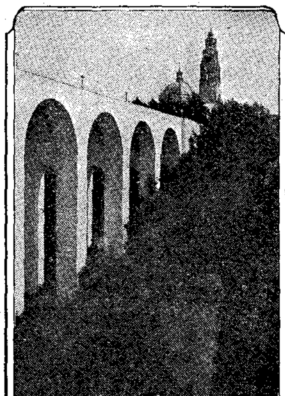
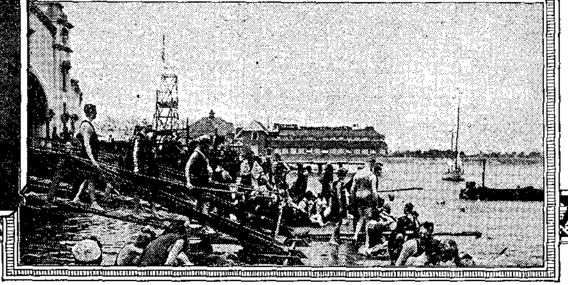
Through Pullman Cars Chicago to San Diego over new San Diego and Arizona Railway, Rock Island and Southern Pacific "Golden State Limited." Through Imperial Valley, Mexico and Carriso Gorge.

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California

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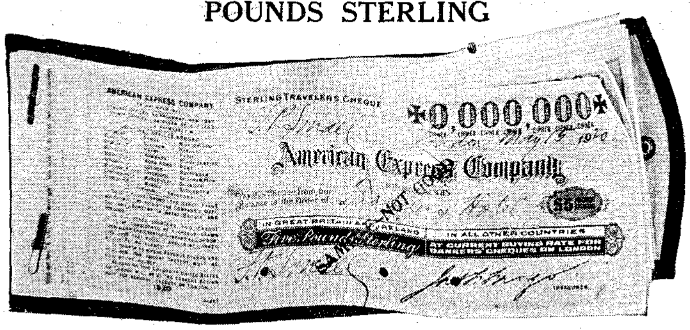

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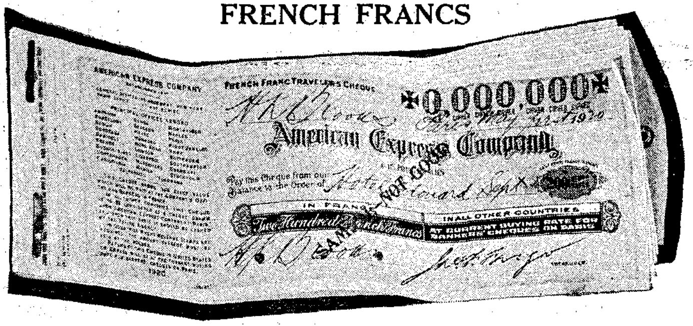

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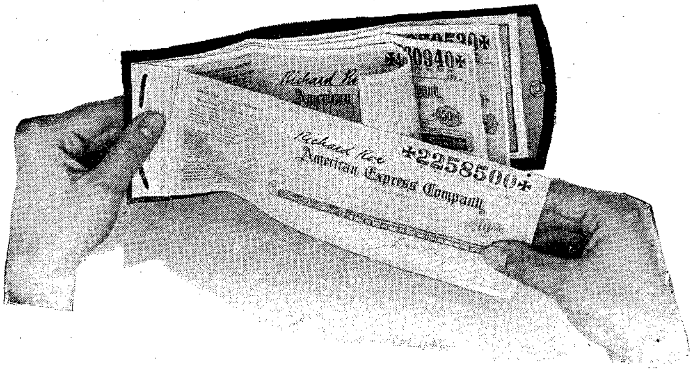

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AMERICAN EXPRESS COMPANY

VACATION TRIPS IN AMERICA
Continued

clear water interspersed by many islands and islets. And as he sails for some thirty miles northward the steamer threading her way between miniature archipelagoes and past towering headlands he is imprest with the appropriateness of the early designation of this body of water given by the French, "Lake of the Blessed Sacrament." Besides its natural charm there is the association with conflicts which took place on or near these waters in the early chapters of American history and reminders of Cooper's stories.

LAKE CHAMPLAIN

At the foot of Lake George the tourist debarks for a short train ride close to the creek which carries the waters of the lake down a descent of about 250 feet to Montcalm Landing on Lake Champlain. Here another steamboat, glistening in white, is waiting for the eighty-three-mile sail northward to Plattsburg. The shore line of Champlain is less rugged than that of Lake George, but it has a characteristic beauty throughout its length. The steamer passes some of the most interesting historic monuments still remaining in America. Within view from the boat are the restoration of Fort Ticonderoga, the ruins of Fort St. Frederick and Fort Amherst, near Crown Point, while scores of other points of interest and action in those early struggles are encountered on either shore.

At the northern end of Lake Champlain the Richelieu River completes the chain of waterways between New York and the St. Lawrence. Through the Champlain Canal in New York State and the Richelieu Canal in Canada there is a continuous waterway, traversable for small vessels between New York Harbor and Sorel on the St. Lawrence River. The tourist for Montreal, however, makes the trip from Plattsburg to that city, 73 miles by rail.

Day steamer service between New York and Albany with stops at important landings is provided by the fastest and most luxuriously appointed steamboats for daylight service in the world, under management of the Hudson River Day Line. Night service is by well-appointed steamers of "The Searchlight Route" operated by the Hudson Navigation Company. From Albany to Lake George the route is via the Delaware and Hudson System. Steamboat service on Lakes George and Champlain is under control of the same management. Rail service between Plattsburg and Montreal is also by the Delaware & Hudson in conjunction with the Grand Trunk from Rouses' Point northward.

ADIRONDACK PLAYGROUNDS.

Within the "North Woods," only an overnight trip from New York, are 1,400 miles of forest dotted with lakes, intersected with streams, and fanned by breezes of balsam-laden air. There are nearly a dozen peaks exceeding 4,000 feet; and Mount Marcy 5,344, the tallest, cradles Lake "Tear in the Clouds," source of the Hudson River. Here are found trout waters unexcelled, boating and canoeing, excellent motor roads, and ideal camping facilities, either private or in the forest preserve, under jurisdiction of the New York State Department of Conservation.

In the eastern Adirondacks are the Schroon Lake and River, designated "Switzerland in miniature"; Luzerne, set like a gem among mountains, and that curious natural formation, the Ausable Chasm. In the northern and north-

VACATION TRIPS IN AMERICA
Continued

western region are the broad Chateaugay Lakes; Upper Saranac, with its labyrinthine lakes; Tupper Lake, popular as a fishing ground; Lake Placid, under the brow of Whiteface, rivaling Lake Como in beauty; St. Regis, with its historic Paul Smiths; the Fulton Chain, providing an ideal canoe trip from Old Forge to the St. Regis or Loon Lakes. Raquette, with its waterways to Blue Mountain and Long Lakes, and scores of other paradises for the sportsman and lover of nature.

The chief eastern rail gateways to the Adirondacks are from Plattsburg, Port Henry, Westport, or North Creek on the Delaware and Hudson System; the western gateways are from the Adirondack division of the New York Central Lines extending northward from Utica, N. Y. Admirable automobile highways reach Lake Placid, Saranac Lake, Paul Smiths, Saranac, Tupper Lake, Loon Lake, Elizabethtown, and Westport.

Among many of the attractive motor-trips in the North Woods which are made possible by State and improved roads is that which begins at Lake George and continues to Loon Lake, Long Lake, Tupper Lake, Saranac Lake, Lake Placid, Elizabethtown, Westport, Ticonderoga, thence through Chestertown back to Lake George.

IN THE CATSKILLS.

In his admirable book entitled "The Catskills," T. Morris Longstreet says that "in no other American vacation-land can one find a more interesting alternation of forest tramping and village living, a richer background of subdued mountain and inviting valley, a sympathetic native population with finer historic antecedents and more solid qualities."

The Catskills have come to be regarded by many as a somewhat congested playground of New York's teeming population. There are localities where this impression is true. Yet it is incorrect to assume that the entire region is infested by noisy crowds. There are many oases altogether delightful to the vacationist of finer sensibilities.

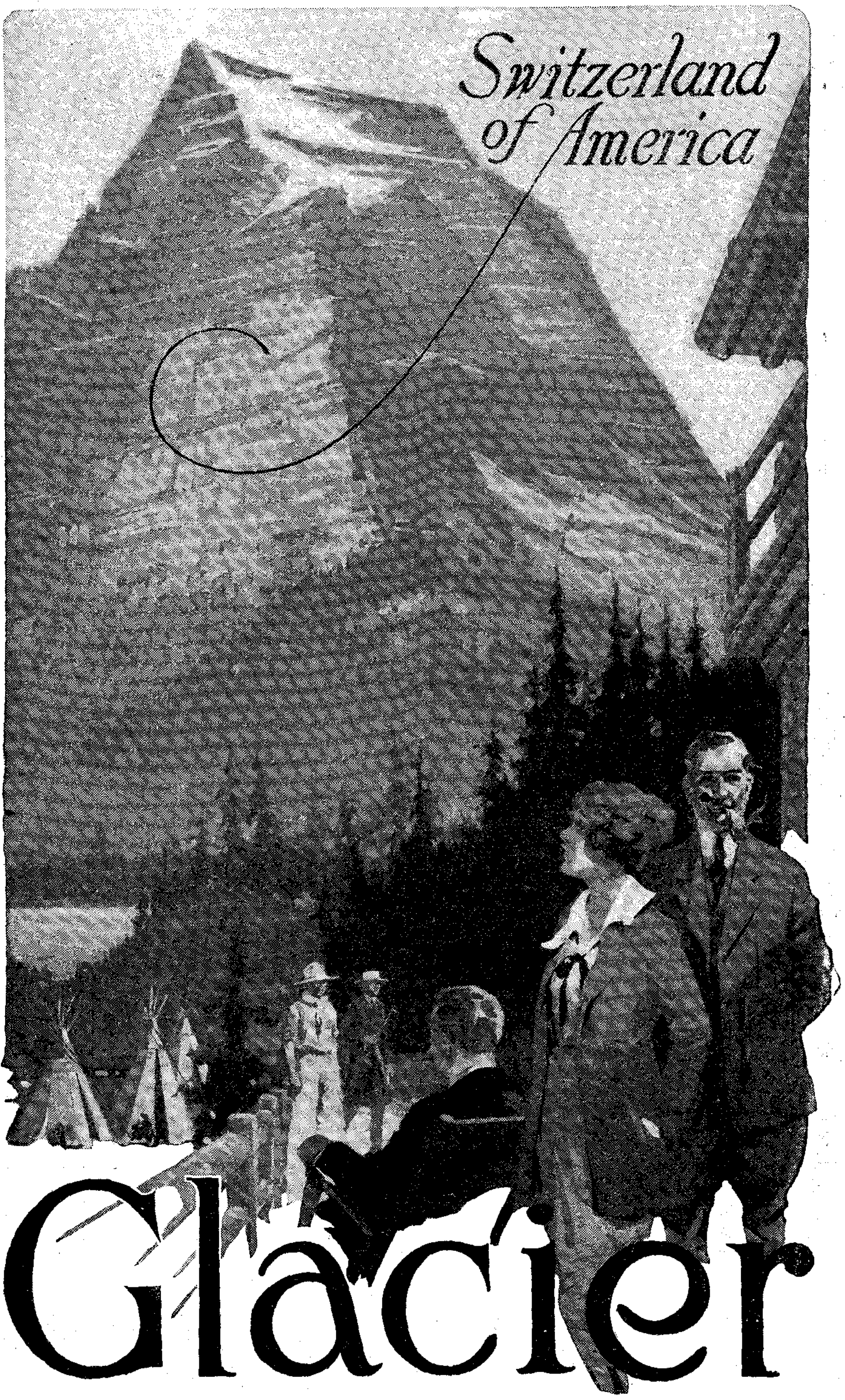
There is Twilight Park, for instance, with its attractive inn and rustic cottages perched on the edge of the Kaaterskill Clove; there is the artists' colony at Woodstock, watched over by the towering brow of Overlook Mountain; there is Roxbury, replica of a typical New England village; there is the spell of unspoiled nature in the Woodland Valley and the exclusive Winnisook Club part way up the giant Slide Mountain.

One may explore sparkling brooks, climb lofty mountains such as Utsayantha with its far-flung views, or motor over excellent highways far distant from evidences of the workaday world.

Catskill Park, under jurisdiction of the New York State Conservation Commission, includes an area of 576,120 acres of which the State actually owns 107,500 acres situated in the Hudson, Delaware, and Mohawk watersheds.

The chief rail gateway to the Catskills is by the Ulster and Delaware Line from Kingston to Oneonta, with branches to Hunter and Kaaterskill. The narrow-gage railway which formerly carried thousands of tourists from Catskill to the mountains has succumbed to the inroads of the motor vehicle, and visitors entering by this northern gateway are now transported by automobiles and motor-buses. Both Kingston and Catskill are reached by the New York Central Lines.

A comprehensive motor tour of the mountains, which may be made if necessary in one day, is as follows: Kingston to the beautiful mountain-walled lake forming Ashokan Reservoir to Phœnicia, Shandaken, Arkville, Roxbury, Grand Gorge, Lexington, Hunter, East Windham with its vast panoramas, Cairo and Catskill, thence southward along the Hudson to Kingston.



NATIONAL PARK

"See America First"
GREAT NORTHERN RAILWAY
Glacier National Park

In Glacier National Park an Alpine grandeur, rugged and rough, but majestic, spreads out before you in marvelous panorama. Here on the "Top of the Continent" is the Switzerland of America. Snow-capped mountains, pine-clad, rise sentinel-like to guard the flower-bordered trails below. Sky-land lakes, cool, clear and colorful, drink in the untamed streams tumbling from glaciers above.

Horseback riding, motoring and fishing make every minute a joyful one in Glacier National Park. Tours of a day, week or month. Or, why not walk through? Modern hotels and rustic Swiss chalets afford genuine comfort.

"Glacier" is your only national park on the main line of a transcontinental railroad. En route to North Pacific Coast, Alaska or California, visit Lake Chelan, Mt. Rainier and Crater Lake National Parks.

Write for Aeroplane map of Glacier National Park, descriptive literature and Summer Tourist Fares, or inquire of nearest ticket or tourist agent

C. E. STONE, Passenger Traffic Manager
St. Paul, Minn.

C. E. Stone
Pass. Traf. Mgr.
Great Northern Ry.
St. Paul, Minn.

Please send descriptive literature and Aeroplane map of Glacier National Park.

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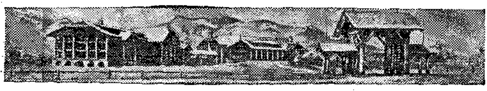

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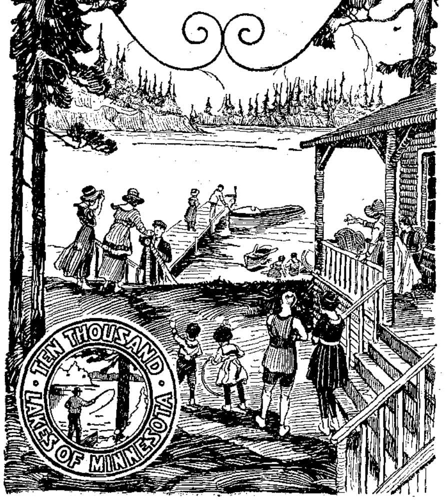
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VACATION TRIPS IN AMERICA
Continued

VACATIONS IN THE POCONOS, BLUE RIDGE, AND ALLEGHANIES.

In these central and southern ranges of the great Appalachian Mountain System are a variety of attractive summer playgrounds, all within short trips from New York, Philadelphia, or Washington.

Along the picturesque waters of the Delaware River, particularly at Stroudsburg and Delaware Water Gap, generations of vacationists have enjoyed rest and recreation. On the high altitudes of the Poconos are Mount Pocono, Pocono Summit, and Tobyhanna, each noted for extensive views and attractive surroundings. The route to each is by the Lackawanna Railroad.

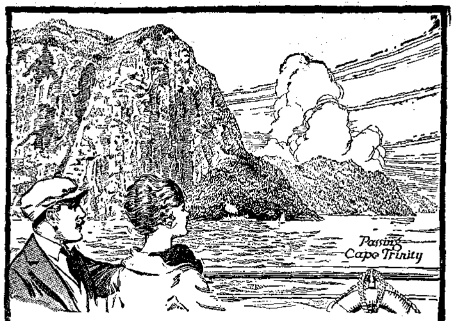
In the Valley of Lehigh are other resorts which for many years have retained their popularity, including Mauch Chunk with its Switchback Railroad up Mount Pisgah and Mount Jefferson, White Haven, and Glen Summit Springs. Rail access is by the Lehigh Valley and Central Railroads of New Jersey.

At Eagles Mere in the Alleghanies of northern Pennsylvania is a resort offering an unusual number of attractions, including boating, bathing, golfing, and mountain-climbing. It is reached by a branch of the Williamsport and North Branch Railroad connecting with the Philadelphia and Reading at Halls and with the Lehigh Valley at Satterfield.

In the Blue Ridge of Pennsylvania and southward are Mount Gretna, Doubling Gap, Gettysburg National Park, Blue Ridge Summit, Buena Vista Springs, Pen-Mar, Berkeley Springs, Deer Park. Mount Gretna is on the Pennsylvania System, Doubling Gap nine miles from Newville on the same road, Gettysburg on the Gettysburg and Harrisburg and the Western Maryland. Blue Ridge Summit is on the Western Maryland, Berkeley Springs and Deer Park on the Baltimore & Ohio.

Following the mountains still farther southward, other inviting resorts are encountered. Notable among them are Virginia Hot Springs in Virginia and White Sulphur Springs across the State line in West Virginia. Each of these Springs has been visited by generations of tourists and health-seekers. The former is at an altitude of 2,500 feet. Visitors have available two golf courses, horses for riding and driving, indoor swimming pool, and a variety of thermal baths. The latter resort is 2,000 feet above sea-level and affords all the recreation features of the former. Imposing hotels are located at each place. Both resorts are on the Chesapeake and Ohio System.

Far southward in the Blue Ridge, the Great Smokies, and the Iron Ranges is that region which has come to be designated as "The Land of the Sky." Uniformly high altitudes provide cool and invigorating air throughout the summer months. In western North Carolina there are more than one hundred peaks exceeding five thousand feet in altitude, while Mount Mitchell, in the heart of the Mount Mitchell National Forest (6,711 feet), is the highest mountain east of the Rockies. From Asheville (Southern Railway) routes diverge to Hendersonville, Toxaway, Hickory Nut Gap, Tryon, and scores of other places that appeal to nature-lovers and sportsmen.



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Send 2c postage for illustrated booklet, map and guide, to John F. Pierce, Passenger Traffic Manager, Canada Steamship Lines, 115 C. S. L. Bldg., Montreal, Canada.

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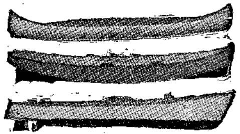

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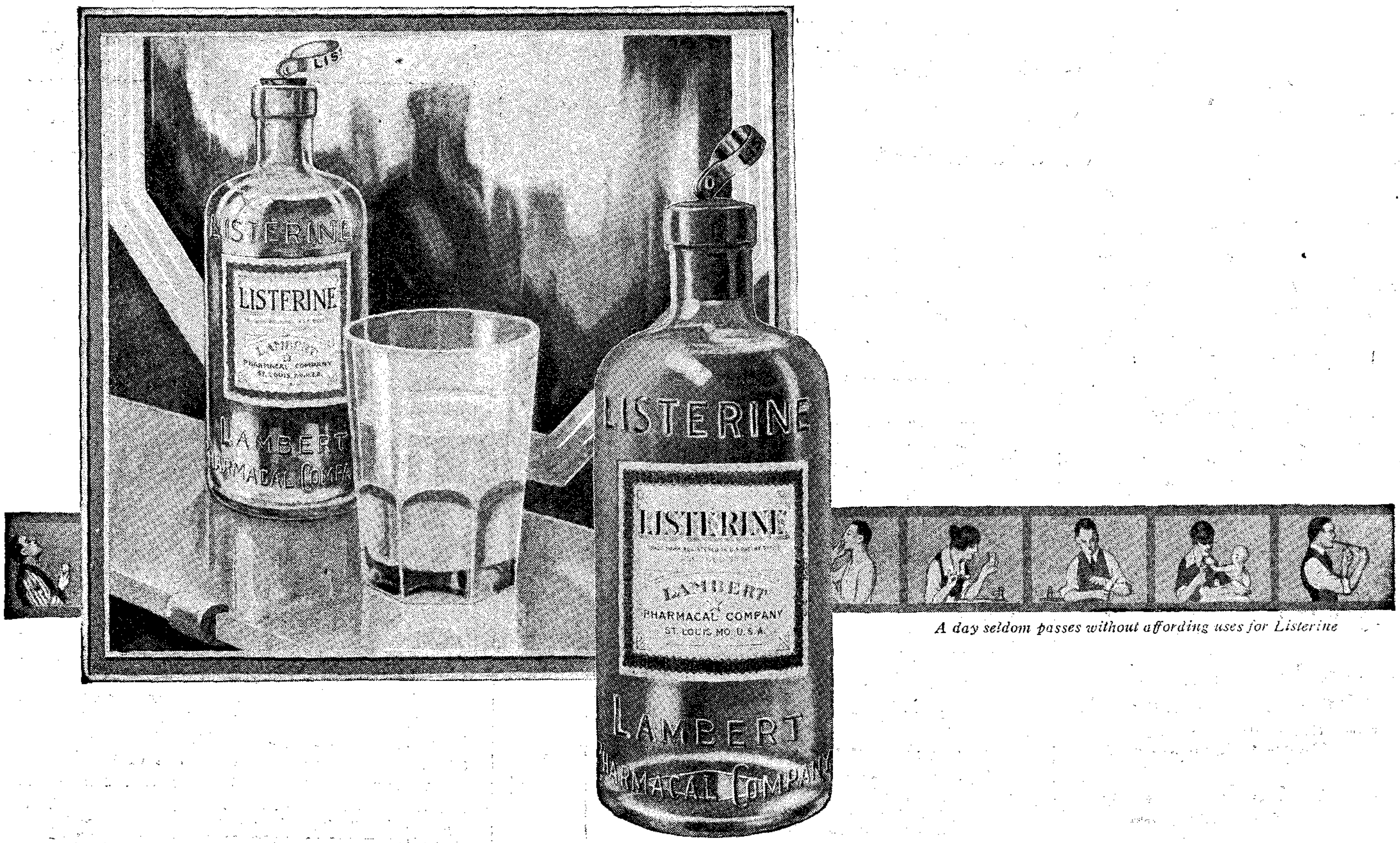
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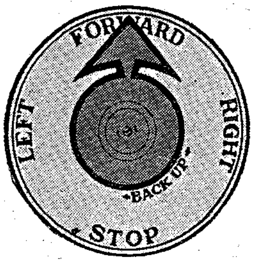

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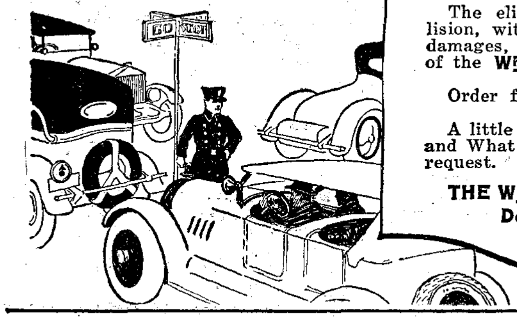

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VACATION TRIPS IN AMERICA
Continued

THE PLAYGROUNDS OF CANADA

It is predicted that tourist traffic in the Dominion of Canada this summer will exceed in volume all previous records. The hindrance to traffic which was caused by returning troop movements last summer will no longer prevent transportation lines from devoting their full attention and facilities to handling summer passenger traffic.

Recreation facilities are many and diversified. As an editorial writer in *The Canadian Illustrated Monthly* aptly remarks:

> "Canada as a summer region has been especially endowed by nature as to climate, scenery, and sport. The Canadian Rockies are more sublime than either the Alps or the Pyrenees, while the rugged north shore of the St. Lawrence is fully comparable to the Highlands of Scotland. Then there are thousands of other sections from coast to coast that offer every attraction that the seeker for freedom in the great outdoors demands, such as the Highlands of Ontario, the Rideau Lakes, the island-studded waters of the Georgian Bay, the wilds of New Brunswick, the Matapedia Valley, Nova Scotia, with its Land of Evangeline and Bras d'Or Lakes, the resorts of the Pacific Coast, the many national parks of the Rockies, and a thousand other regions."

THE MARITIME PROVINCES

For generations Nova Scotia has been the favorite objective of many thousands of summer vacationists. All out-of-door sports, ashore and afloat, are to be enjoyed here in the bracing air of ocean-swept breezes. Romance and historical association are not wanting in this "Land of Evangeline" and adjacent Cape Breton Island—a miniature transplanted Scotland is full of quaint and interesting scenes. Often termed "The Garden of the Gulf," Prince Edward Island, with its ancient Charlottetown, its long stretches of beach and restful pastoral scenes, invites those who wish quietude.

New Brunswick is the Mekka of sportsmen who are fond of big-game hunting and of real fishing. In the Gaspé country moose, caribou, deer, and bear are plentiful, while trout abounds in many of the rivers.

Newfoundland vies with Norway in its rock-hewn, deeply indented coastal borders and in the rushing rivers and crystal lakes of its forest-clad interior. Here also are hunting and fishing for true sportsmen.

Tourists wishing to penetrate the far north, to leave behind the beaten paths of travel, may make the two-thousand-mile voyage from St. John's, N. F., to Battle Harbor on the rugged coast of Labrador.

New Brunswick may be reached by rail from Montreal, Quebec, or Portland, Maine, and by steamer from Boston to St. John. Nova Scotia has direct rail connection with eastern Canada and steamship service from Boston to Yarmouth and from New York to Halifax. Prince Edward Island and Newfoundland each has its railway system with steamer connections, while St. John's, N. F., is the northern terminus of the Red Cross Line ships from New York.

DOWN THE ST. LAWRENCE AND UP THE SAGUENAY

There is an inland water trip which for varied interest can be hardly equaled on this continent. It is the sail down the St. Lawrence and up the Saguenay Rivers. To drink the full cup of enjoyment of this voyage, the tourist should start at its very beginning, which may well be Lewiston, near the mouth of the Niagara River, sail across the blue waters of Lake Ontario to

VACATION TRIPS IN AMERICA
Continued

Toronto, and there board the white Richelieu and Ontario steamer which is to introduce him to the great river famed in romance, history, and scenery.

THE THOUSAND ISLANDS

After leaving Kingston the steamer begins to thread her way through that water and isle fairyland, the Thousand Islands, more poetically termed by the Indians Nanatoana, "The Garden of the Great Spirit." Two nations divide jurisdiction over these islands, but the St. Lawrence holds them all within her bosom as one of her most treasured natural possessions. The Toronto boat will land the tourist for a stop-over at Clayton, the New York Central rail approach to the Thousand Islands, or at Alexandria Bay, headquarters for delightful excursions among the island labyrinth.

SHOOTING THE RAPIDS

Resuming the trip, the steamer is again boarded at Alexandria Bay for the thirty-four-mile sail to Prescott, where passengers transfer to the observation steamer for the exciting dash through the series of St. Lawrence rapids, including the Galops, Du Plat, Long Sault, Coteau, Cedars, Split Rock, Cascades, Lachine, and intervening waters, finally landing at Canada's commercial capital, Montreal.

MONTREAL AND QUEBEC

There is much in Montreal to claim the visitors' interest, the most beautiful churches in America, the historic Château de Ramesay, Bonsecour Market, Mount Royal Park, etc.

The next section of the down-river journey is the overnight sail from Montreal to Quebec, passing under the great new cantilever bridge just before reaching the towering heights where Champlain set the flag of France in 1608. No tourist should fail to spend at least a day of sightseeing in this city with its mingling of the old and the New World, including a visit to the Citadel with its superb views, to the palatial Château Frontenac, to the "Old Town" with its narrow winding streets, to the Falls of Montmorency, and the shrine of Ste. Anne de Beaupré.

THE LOWER RIVER

At Quebec the river-tourist boards the steamer for the lower-river trip, including the sail up the Saguenay. Since leaving Montreal the people, towns, and houses have been changing gradually until we now enter French Canada with all the novelty of visiting a foreign land.

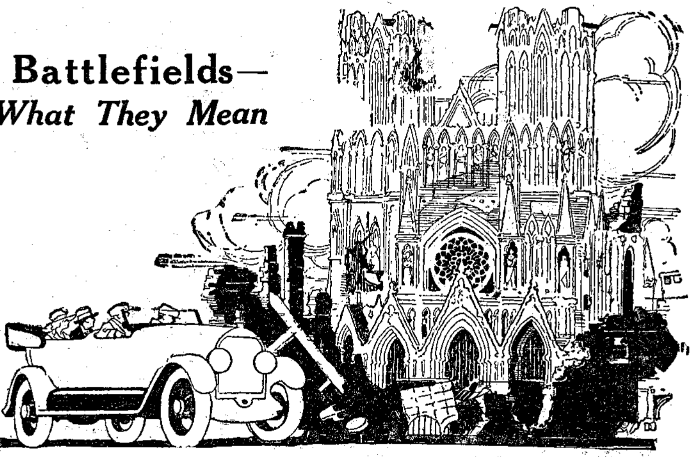
In the day's sail to Tadousac, at the mouth of the Saguenay, landings are made at Baie St. Paul, Les Eboulements, a village resting on the mountainside almost three thousand feet above the water; St. Ireneé, Murray Bay, Canada's ultra-fashionable river resort; Cap à l'Aigle, in the heart of the Laurentians; St. Simeon, and finally picturesque Tadousac, gateway to the dark waters of the Saguenay. Here, besides the quaint village, is situated a modern hotel commanding glorious river and mountain views.

THE SAGUENAY

The sail up the Saguenay to Chicoutimi, at the head of navigation, is a travel experience never to be forgotten. For miles the characteristically black waters are

MICHELIN GUIDES
to the Battlefields of Europe

The Battlefields—
And What They Mean



Make your visit to France a pilgrimage—not merely a journey across a devastated land. The broken ruins, the barren shell-torn fields, the abandoned trenches—these mean nothing until interpreted in terms of the glorious deeds and sacrifices that occurred there.

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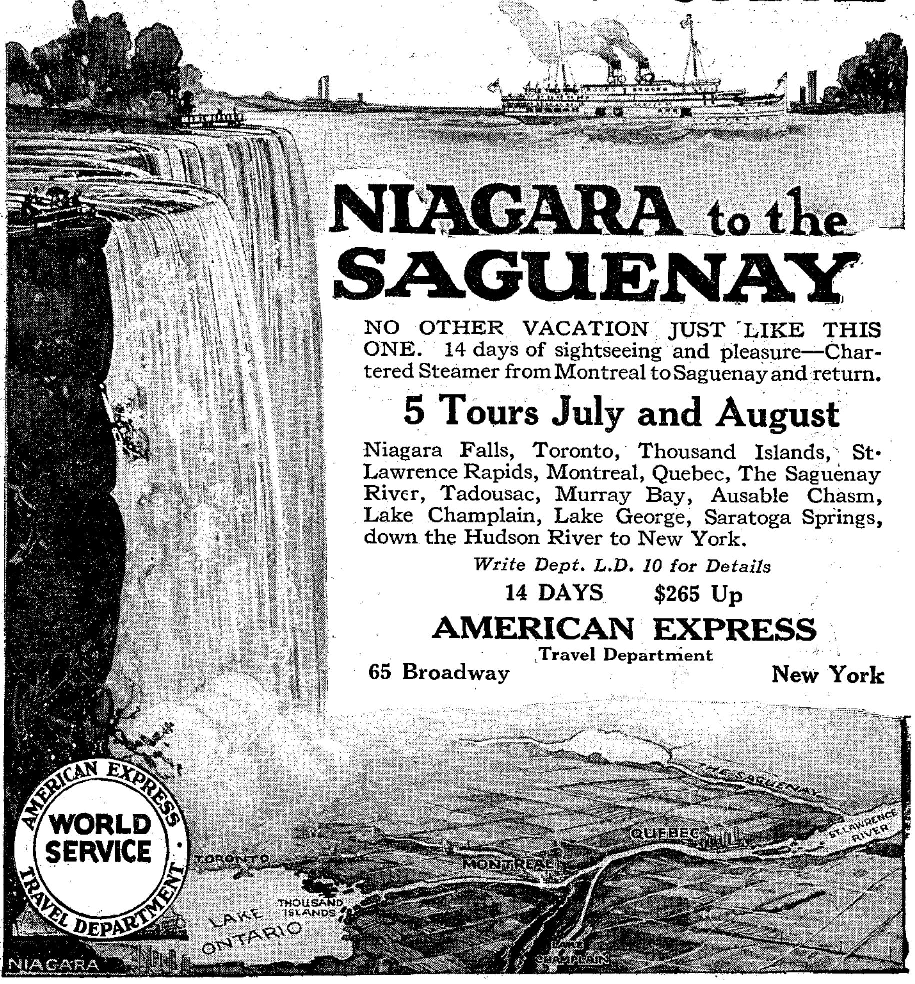

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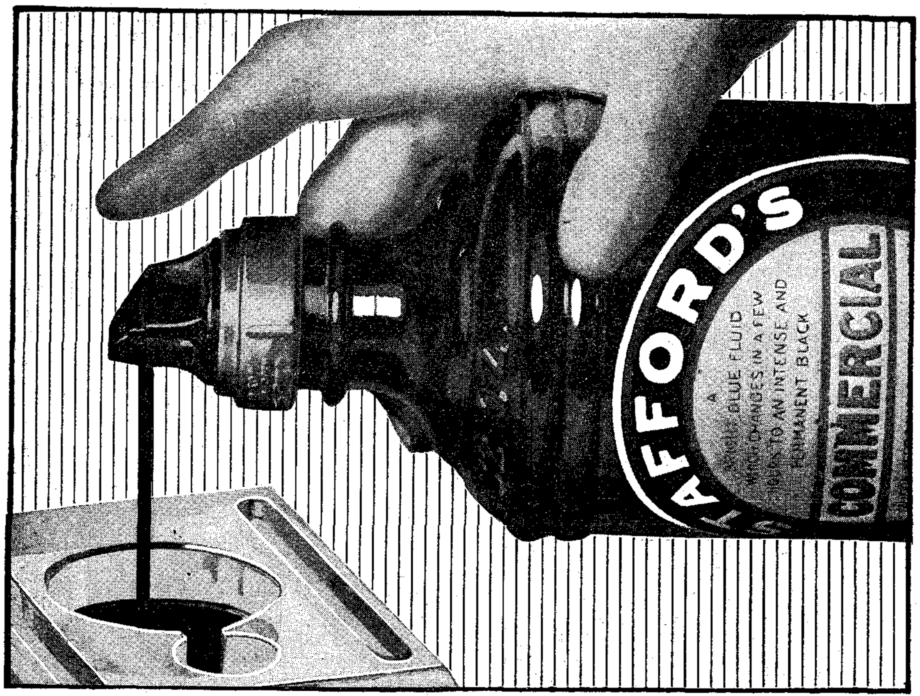
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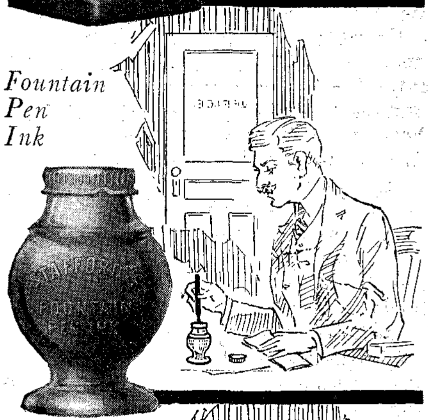
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VACATION TRIPS IN AMERICA
Continued

walled by the precipitous Laurentians. There are long stretches of this mighty fiord with no sign of civilization to mar its solitude. In stern majesty headland after headland of solid rock is silently passed, culminating in the most awe-inspiring of all the formations, Capes Trinity and Eternity, mightier even than the great rock of Gibraltar, with their sheer drop of almost two thousand feet to the water's edge.

From Toronto to Chicoutimi the voyage has traversed 762 miles of almost continuous scenic change and its incidents will linger in the minds of every tourist.

Steamer service on Lake Ontario, down the St. Lawrence, and up the Saguenay is over connecting lines of the Richelieu and Ontario division of the Canada Steamship Lines. The summer weekly cruises from Montreal to the Saguenay will be available by the steamer *Cape Trinity*. Tourists throughout these cruises will use the steamer, which is equipped with all outside staterooms, observation decks, and other attractive features as their hotel. It is, therefore, unnecessary to use shore accommodations throughout the entire trip.

THE HIGHLANDS OF ONTARIO

Within a brief trip from Buffalo or Niagara Falls through rail lines radiating from Toronto are the Highlands of Ontario, the Algonquin Park, Temagami, and the thirty thousand islands of the Georgian Bay regions. The entire territory is a labyrinth of lakes, big and little, of balsam-laden air, the Mekka of fishermen, canoeists, and those who seek escape from hay fever.

Within a short rail-ride from Toronto are Lake Simcoe, the three beautiful Muskoka Lakes, and connecting waterways; the fourteen Kawartha Lakes; the Lake of Bays, and the island paradise of the Georgian Bay. North of the Ontario Highlands is Algonquin Provincial Park, which includes two and a half million acres of forest reserve dotted with beautiful lakes. Ample facilities are afforded for camping, and there are several comfortable hotels. Continuing northward are Lake Nipissing and the nearly four million acres of wild country embraced in the Temagami Reserve. Here are hundreds of picturesque lakes, among the larger being Temiskaming and Temagami. Access to the heart of this unspoiled country is by the Temiskaming and Northern Ontario Railway. Attractive booklets containing specific descriptions and other practical information for tourists are issued by the various railway systems connecting Toronto and other points with the gateways of Ontario's many summer playgrounds, including the Grand Trunk System, Canadian Pacific Railway, and Canadian Northern.

THE CANADIAN ROCKIES

Beyond the Canadian border in western Canada is a mountainland described by Edward Whymper, hero of the Matterhorn, as "fifty Switzerlands thrown into one." Here rise the gigantic peaks of the Canadian Rockies and adjacent Selkirks and Cascade ranges. Glaciers, lakes, crystalline streams, virgin forests, and exhilarating air are some of the characteristics of this region. For twenty-four hours the transcontinental train on the Canadian Pacific Railway winds, climbs, or plunges beneath these huge barriers.

World-famous summer resorts are located in the heart of this region. There is Banff, for instance, with an altitude of 4,500 feet, yet nestling in a valley which is a mountain-walled amphitheater. Banff is the center of the Dominion's Rocky Mountain Park, a favorite rendezvous of mountain-climbers, but providing a variety of other sports.

Of Lake Louise, lying even higher than Banff, Lawrence J. Burpee in his book "Among the Canadian Alps" says:

> "A lake of the deepest and most exquisite coloring, ever changing, defying analysis, mirroring in its wonderful depths the somber forests and cliffs that rise from its shores on either side, the gleaming white glacier and tremendous snow-crowned peaks that fill the background of the picture, and the blue sky and fleecy clouds overhead."

Many attractive trips radiate from Lake Louise, several leading to famous glaciers.

Field is the gateway to numerous natural wonders, Glacier, in the midst of the Selkirks, is the starting-point for the climb of Mount Sir Donald, 10,808 feet, while near by are great glaciers, the Nakimu Caves and other attractions. All of these resorts are on the line of the Canadian Pacific Railway.

ON OUR INLAND SEAS

"America is intersected by great rivers," says Harrison Rhodes, "dotted with lakes which are like dew upon the green countryside, and bounded along its northern frontier by blue inland seas, the noblest bodies of fresh water in the world. In proud simplicity we call them merely the Great Lakes, but familiarity has perhaps made us lose something of that romantic boastful quality in the phrase which a foreigner might catch as he stood for the first time in his life on a beach by water that was not salt and strained his eyes toward a distant landless horizon. They are, indeed, the Great Lakes of the world, and the cataract where they pour their waters toward their last brother, Ontario, and the distant great river which at last carries them seaward to a worthy rival, the Atlantic, is the world's Great Falls."

There are voyages on these inland seas sufficient in variety to meet every tourist requirement. They range from a few hours' trip to the four-day cruise of more than one thousand miles between Buffalo and Duluth. At frequent intervals along the vast shore-line are delightful summer resorts.

Ontario, which the Niagara barrier has somewhat disassociated with the three other Great Lakes, affords the attractive water trip across the lake to Toronto, thence a sail over almost its entire length, this being the first step of the St. Lawrence trip described elsewhere.

Buffalo is the great eastern terminal port for freight or passenger traffic. Departing from her inner harbor and clearing the breakwater, there is a sail of about 250 miles on Lake Erie calling *en route* at Cleveland. From here the lake is crossed and the interesting straits are entered which lead past Sugar Island Park and the shipyards to Detroit. Leaving Detroit, the sail continues, passing beautiful Belle Isle Park, and crossing Lake St. Clair through the ship canal to that famous Venicelike summer resort known as the "Flats"; thence through the St. Clair River out upon the bosom of Huron for about 150 miles to Mackinac Island, "cross-roads of Great Lakes traffic." Here diverges the steamer route southward some 300 miles over Lake Michigan to Chicago. From Mackinac the route westward is by the famous straits and locks of Sault

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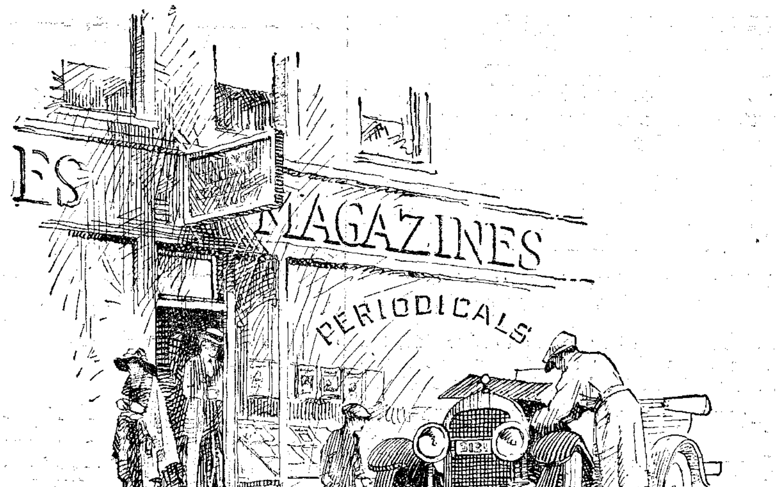

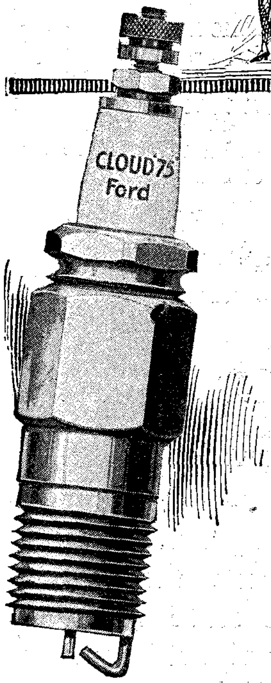

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Dealers: This is number one of a series of national advertisements to appear this season. Get a card of Cloud "75" Spark Plugs (one dozen) from your wholesale news company today

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VACATION TRIPS IN AMERICA
Continued

Ste. Marie and on over the deep waters of Superior, more than 400 miles to Duluth.

Many interesting points have been passed to claim the tourist's interest. Cleveland is popular with sightseers; Detroit's immense motor-car factories and her superb park system should be seen; Mackinac Island, that "jewel of the unsalted seas," rich in historic association and natural wonder, should most certainly be made a place of stop-over. Then there are the other Michigan resorts so popular with vacationists of the Middle West, such as Alpena, Cheboygan, Harbor Springs, Petoskey, Muskegon, and Benton Harbor on the peninsula coast, and the Green Bay region, Sturgeon Bay, Manitowoc, Sheboygan, and others on the Wisconsin shore. We have spoken of the scenic charm of the Georgian Bay district elsewhere.

Two fleets of large, well-appointed passenger-steamers are operated between Buffalo and Cleveland and Buffalo and Detroit. The Cleveland and Buffalo Transit Company's ships leave either port every evening, reaching their destinations the following morning. Other divisions of this line are operated between Cleveland, Cedar Point, and Put-in-Bay; Toledo and Put-in-Bay and Cleveland; Put-in-Bay, Toledo, and Detroit. The Detroit and Cleveland Navigation Company steamers provide overnight trips between Buffalo and Detroit and between Detroit and Cleveland, with additional day trips between the latter ports in midsummer. The routes between Buffalo, Cleveland, and Detroit provide an attractive break in the western rail journey with an escape from sleeping-car discomforts. Rail tickets are interchangeable. The Detroit and Cleveland management have regular sailings also between Toledo, Detroit, Port Huron, Cheboygan, Mackinac Island and St. Ignace with steamer connection for Lake Michigan ports.

Between Toledo, Detroit, St. Clair River landings, and Port Huron a variety of day sails are available by White Star Line boats.

The Northern Navigation Company, operated by the Grand Trunk System, has sailings between Sarnia, Sault Ste. Marie, Port Arthur, Fort William, and Duluth. The *Waubic* of this management makes trips between Parry Sound and Penetang among the thirty thousand islands of Georgian Bay.

On Lake Michigan the Michigan Transit Company's fleet operates between Chicago and Sault Ste. Marie and intermediate ports.

The Goodrich Transit Company also has sailings from Chicago to Mackinac and Sault Ste. Marie.

The Chicago, Duluth, and Georgian Bay Transit Company offers a series of attractive cruises occupying periods ranging from one week to twelve days, and including routes from Chicago to Duluth. and from Chicago to Buffalo calling at important ports *en route*.

On Lake Superior steamer service from Duluth along the north shore to Port Arthur and along the south shore to Cornucopia is provided by the United States and Dominion Transportation Company's steamers.

Service between Buffalo and Duluth over the longest voyage on the Great Lakes is given by the well-appointed passenger steamships of the Great Lakes Transit Corporation with biweekly sailings from Buffalo and Duluth, calls being made at Cleveland, Detroit, Port Huron, Mackinac Island, Sault Ste. Marie, Marquette, and Portage Lake.

THE MYRIAD LAKES OF WISCONSIN AND MINNESOTA

Within a short trip from Chicago in a northwesterly direction is a land dotted with picturesque lakes big and little. There are said to be ten thousand of these fresh-water bodies in Minnesota alone. Many of these lakes have cottage or tent colonies, but there are hundreds forest-shored and pristine in their surroundings.

In Wisconsin within a few hours' rail-ride from Chicago are Lake Geneva, Green Lake, Forest Lake, Lake Winnebago, Twin Lakes, Fox Lake, Crystal Lake, Lake Zurich, North Lake, Lake Mendota, Beaver Lake, and scores of others providing excellent fishing and boating.

VACATION TRIPS IN AMERICA
Continued

In Minnesota is a vast network of lakes providing exceptional opportunities for canoeing, fishing, and camping. "The points of entry," says Albert Britt, editor of *Outing Magazine*, "are by way of Duluth or farther westward through St. Paul to whatever section allures, as far north as Lake of the Woods and the waters that make the Canadian line. It is a real wilderness—make no mistake about that. If solitude is your key to happiness you can travel for days without seeing another human face or coming within sound of a locomotive-whistle. You can be as strenuous or as lazy as you like—work twelve hours a day or loaf and invite your soul."

Various attractive canoe routes through this wild and beautiful region have been mapped carefully by the "Ten Thousand Lakes of Minnesota Association" of St. Paul, with detailed explanations and information relating to white and Indian guides, sources of outfits, and the like. The fish and game regulations of Minnesota may be obtained also from this organization.

OUR NATIONAL PARKS

The Government has now under its control sixteen National Parks in the United States proper, not including those in Alaska and the Hawaiian Islands. There are also numerous reservations termed "monuments." To each an official invitation to the American people is extended in the following words:

> "Uncle Sam asks you to be his guest. He has prepared for you the choice places of this continent—places of grandeur, beauty, and of wonder. He has built roads through the deep-cut cañons and beside happy streams, which will carry you into these places in comfort, and has provided lodgings and food in the most distant and inaccessible places that you might enjoy yourself and realize as little as possible the rigors of the pioneer traveler's life. These are for you. They are the playgrounds of the people. To see them is to make more hearty your affection and admiration for America."

ROCKY MOUNTAIN NATIONAL PARK

Of the Rocky Mountain National Park in northern Colorado, Enos A. Mills, author of "Wild Life in the Rockies," says:

> "It is a marvelous grouping of gentleness and grandeur; an eloquent, wordless hymn sung in silent, poetic pictures; a wilderness mountain-world of groves and grass plots, crags and cañons, rounded lakes with shadow-matted shores that rest in peace within the purple forest. There are wild flowers of every color, and many a silken meadow edged with ferns. Brokenness and beauty, terrace upon terrace, a magnificent hanging wild garden. Over these terraces waters rush and pour. From ice-sculptured, snow-piled peaks, young and eager streams leap in white cascades between crowding cliffs and pines."

There are numerous gateways to this park, Denver, Fort Collins, Longmont, Loveland, Lyons, and Ward being the eastern rail approaches. Motor-transportation routes, converging into Estes Park Village, include those via Big Thompson Cañon, St. Vrain River, and Allen's Park.

MESA VERDE PARK

In the southwestern corner of Colorado is a National Park, the Mesa Verde, which is of intense interest to ethnological students, for here are the cliff-dwellings of an ancient race.

"Come with me to the Mesa Verde," says Dr. J. Walter Fewkes, Chief, Bureau of American

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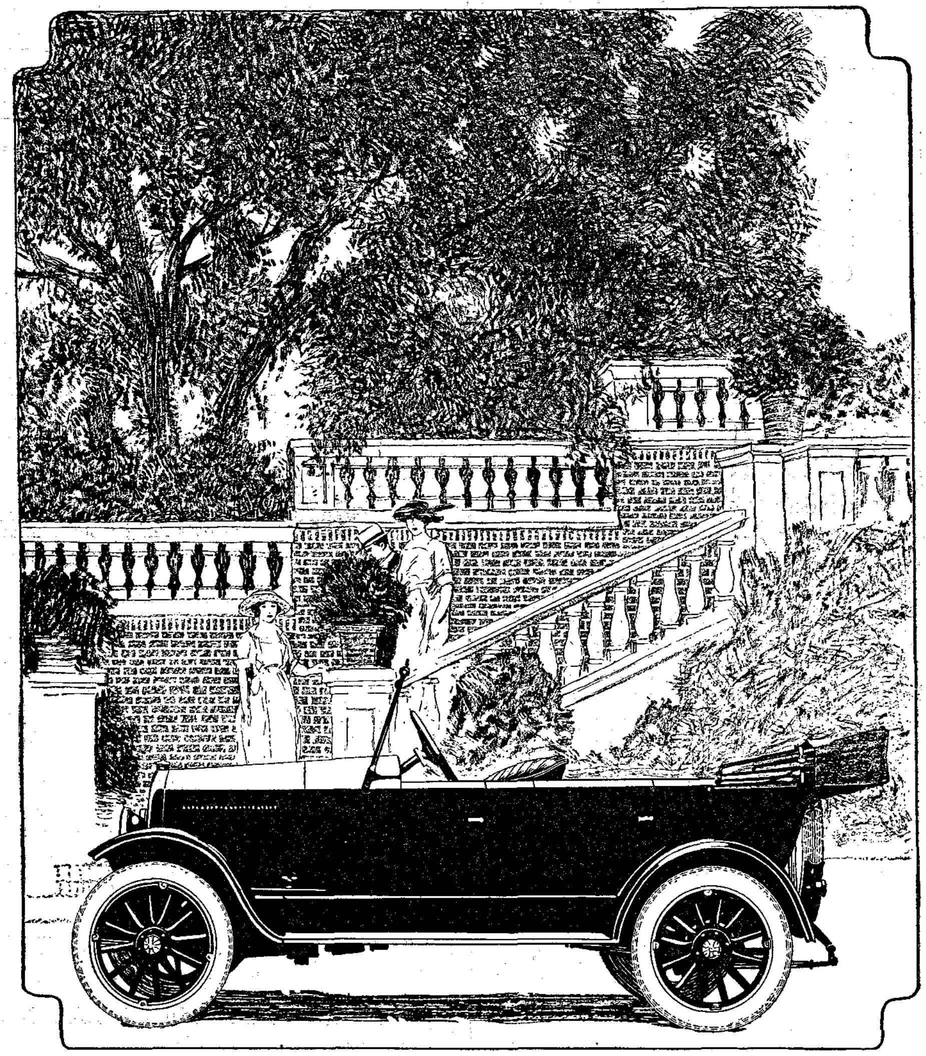

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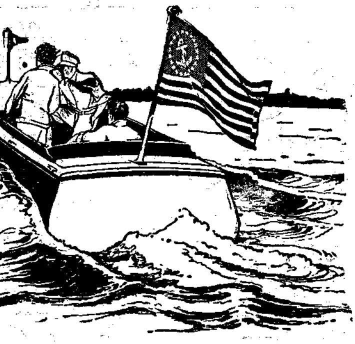

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VACATION TRIPS IN AMERICA
Continued

Ethnology, Smithsonian Institution, "and with me lift the veil that conceals the past and reveals the culture of an unlettered people whose history has been forgotten. What fascination to wander through the streets of a ruined city, to enter the long-deserted sanctuaries, examine the paintings and figures on the walls, and live in imagination the life of an ancient people."

Motor stages for this park operate daily between Mancos Station on the Denver and Rio Grande System.

GRAND CAÑON PARK

Crossing the Colorado line and continuing westward through Arizona, we come to that stupendous national wonder, the awe-inspiring Grand Cañon. As Charles F. Lummis, author of "Some Strange Corners of Our Country," poetically expresses it:

"In the very cradle of recorded Time, the Grand Cañon was waiting, under the Slow Smile of God, for Man to come to it and know his chiefest wonder-vision on earth: this vast chameleon, unearthly, attainable, Mirage in immortal Rock."

The Grand Cañon is reached by the Santa Fé system, its branch extending from Williams on the main line to Grand Cañon Station.

YELLOWSTONE NATIONAL PARK

Oldest of all our National Parks, the Yellowstone is also the largest and best known. As Emerson Hough says:

"Of all the National Parks Yellowstone is the wildest and most universal in its appeal. There is more to see there—more different sorts of things, more natural wonders, more strange and curious things, more scope, more variety—a longer list of astonishing sights—than any half-dozen of the other parks combined could offer. Daily new, always strange, ever full of change, it is the circus park, Nature's continuous Coney Island. It is the human and the most popular of all the parks."

Rail gateways are at Gardiner (Northern Pacific) on the northwest, Yellowstone (Union Pacific System), on the west, and Cody (Burlington Route) on the east. Trains are met by the motor transportation company, which provides also nine different motor trips through the park.

GLACIER NATIONAL PARK

Of this scenic wonderland adjoining the Canadian border in northern Montana, Mary Roberts Rinehart writes:

"It is perhaps the most unique of all our parks, as it is undoubtedly the most magnificent. Here the Rocky Mountains run northwest and southeast and in their glacier-carved basins are great spaces; cool shadowy depths in which lie blue lakes; mountainsides threaded with white, where from some hidden lake or glacier far above the overflow falls a thousand feet or more: and, over all, the great silence of the Rockies. Here nerves that have been tightened for years slowly relax."

This park is reached directly by the Great Northern Railway with the eastern gateways at Glacier Park Station and the western gateway at Belton. Facilities are available for water-, motor-, and saddle-horse trips.

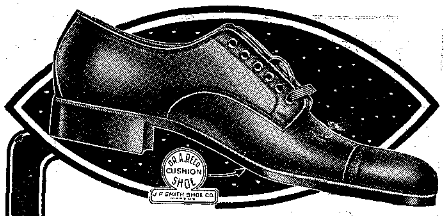
MOUNT RAINIER NATIONAL PARK

Passing westward, we come to that park which encloses the towering summit of Mount Rainier and its many diverging glaciers and streams.

Gilbert H. Grosvenor, editor of *The National Geographic Magazine*, says of it:

"Tahoma—the Mountain That Was God! Thus the aboriginal Indians christened the sublimely majestic peak which broods over one of earth's most beautiful playgrounds—Mount Rainier National Park. The glories of mountain and valley scenery in the Swiss Alps excel the beauties of Mount Rainier National Park in only one particular—the fact that they enjoy the advantage of a thousand years of advantageous advertising."

Mount Rainier is within easy access from Seattle or Tacoma. Motor stages meet trains of the Chicago, Milwaukee, and St. Paul at Ashford, 93 miles from Seattle and 55 miles from Tacoma. Motor stages are also operated from Seattle to the Park.



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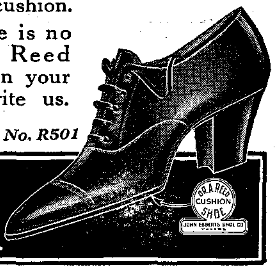

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VACATION TRIPS IN AMERICA
Continued

CRATER LAKE NATIONAL PARK

Southward from Mount Rainier on the crest of the Cascades in southwestern Oregon rest Crater Lake and its surrounding park. This wonderful body of water is two thousand feet deep, its surface more than six thousand feet above the sea. Its sapphire waters are cradled in the crater of the prehistoric volcano, Mount Mazama.

Tourists from Crater Lake Park are met by motor stages at Medford (Southern Pacific System) and at Klamath Falls, on the same railway.

THE YOSEMITE NATIONAL PARK

The Yosemite Park, in the high altitudes of the California Sierras, is thus characterized by Harriet Monroe:

"Never anywhere else can there be mountains so silver-white—El Capitan shouldering the sky, Cloud's Rest and the two great Domes giving back the sun, and Ritter, Lyell, and Dana, fierce and jagged, guarding their inscrutable heights. And through the crevices of this gleaming granite run everywhere crystal streams—streams made with joy and foam as they fly, and shout as they take enormous leaps over stark precipices. All kinds of falling waters—the delicate cascades of Illilouette; the wind-blown tulle of Bridal Veil; Nevada, lacy, white-fingered, taking her 600-foot leap like a step in a dance; Vernal, broad-shouldered, strong-bodied, massive, as he jumps like an athlete; and, most wonderful of all, Yosemite, that Upper Yosemite Fall whose leap is 1,500 feet—a tall, white, living figure against the formidable cliff, a figure moving and breathing, tossing the spray from his eyes, shining tall and straight there like a young Greek god."

The two main gateways are those by the Yosemite Valley on the southwestern boundary, reached via Southern Pacific or Santa Fé to Merced, thence to El Portal by Yosemite Valley Railroad, and the other through the Mariposa Big Tree Grove at the southern boundary by motor stages from Merced.

GENERAL GRANT AND SEQUOIA PARKS

South of the Yosemite, and also in California, are these two smaller National Parks located in wild and high altitude Sierra Mountain regions. Access to General Grant Park is by stage from Sanger, and to Sequoia Park by stage from Exeter, both stations being on the Southern Pacific System. Sequoia Park is also reached by stages from Vasalia on the Santa Fé and Southern Pacific.

SOME OF OUR NATIONAL MONUMENTS

Within the limits prescribed for this article it is possible only to give brief mention of some of the more notable of the many smaller reservations now under government control.

Among the wonders of nature most recently made available to the summer tourist is Zion National Monument in southwestern Utah, embracing rocky formations of indescribable colorings and stupendous proportions. Entrance is by motor-stage from Lund on the Salt Lake Route or from Marysvale on the Denver and Rio Grande.

The Petrified Forest of Arizona presents one of the strangest sights to be seen in all nature, and each year draws increasing numbers of visitors. The Forest is reached by stage from Adamana or from Holbrook on the Santa Fé System.

To the southward in Arizona is that spectacular motor-trip over the Apache Trail, with Tonto and Casa Grande National Monuments near by, also the great Roosevelt Dam. The Trail itself

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VACATION TRIPS IN AMERICA

Continued

stretches between Phœnix (Santa Fé and Arizona Eastern railroads) and Globe (Arizona Eastern).

Within a short trip from San Francisco is the Muir Woods National Monument, in which are to be seen the giant redwood trees.

COLORADO PLAYGROUNDS

Within thirty hours' rail journey from Chicago the Rocky Mountains of Colorado and adjoining Utah provide, as Edwin L. Sabin, author of "Kit Carson Days," says:

> "An outdoor region such as no other nation possesses; the deepest cañons in the world traversed by railroads; the highest passes in the world crossed by standard tracks; the highest summits in the world reached by rails; the highest points in the world attained by automobiles; the world's largest Dead Sea, as old as the wonder in Palestine; a railroad line across the sea itself, and another resting for thirty miles upon a bed of dazzling salt; the shores of the world's vastest dry basin, once lapped by a Dead-Sea still larger; a colorful, enchanted desert broken by the pinnacles and cañons of the Green and the Colorado; lakes innumerable, outrivaling with their charms a Lucerne and a Constance; watering-places uncounted, including the most potent radium springs in the world and luxurious pools of warm sulfur water with the feel of velvet; ruins that puzzle history, the relics of a forgotten people; two national parks, six national monuments, and phenomena of lava, ashes, glaciers, boiling mud, and sculptured cliffs; hundreds of miles of granite-surfaced highways, comfortable, safe, and spectacular; a thousand summer hotels, lodges, cottage resorts, ranch resorts, and camp sites catering solely to pleasure; millions of trout in the streams and lakes, wild game, large and small, in their coverts, and bright flowers from meadow up to snow-line; 13,000,000 acres of national forest in Colorado, policed, trail-marked, their wood, water, and camp privileges free to the American people."

Denver and Colorado Springs are important gateways to this region. Denver, surrounded by one of the most beautiful park systems of any American city, stands at an altitude of a mile above sea-level. There is much in the city itself to interest the visitor, notably the great civic center with its Greek theater, and then there is the lure of the snow-capped mountains only a dozen miles distant. Denver is an important starting-point for a trip to Rocky Mountain National Park (described elsewhere). From Denver, too, there are many other attractive tours, including the wonderful rail ride over the Georgetown Loop (Colorado and Southern Railway), Platte Cañon, "Garden of the Angels," etc.

Denver is an important railway center being accessible by the Burlington Route, Rock Island, Santa Fé, Union Pacific, Denver & Rio Grande, and Colorado & Southern.

Colorado Springs, noted for its attractive civic surroundings, is the gateway to Pike's Peak offering the visitor a bewildering number of delightful trips. Only five miles away is Manitou, the starting-point for the ascent of Pike's Peak by steam Cog Road or by automobiles over what is said to be the highest highway in America, or by burros. Then there are interest-absorbing trips to Crystal Park, a mile and a half above sea-level, the Garden of the Gods, North and South Cheyenne Cañons, the Sky Line Drive, Cave of the Winds, Cliff Dwellings, etc. Excellent golfing and motoring are available.

Railway service to and from Colorado Springs is afforded by the lines of the Colorado Midland, Colorado and South-

VACATION TRIPS IN AMERICA
Continued

ern, Rock Island, and Cripple Creek Short Line.

THE PACIFIC NORTHWEST

Of the climate of that vast region of forest, mountain, glacier, lake, river, and island-dotted ocean estuary embraced in British Columbia, Washington, and Oregon, Dr. Woods Hutchinson in a recent book says:

> "When once we cross the summit of the Cascades we enter a totally different climate, an air which is mild, gentle, and moist, but never depressing; a country of green mountains, dazzling, snow-tipped peaks, of grass, moss, and fern, which knows neither barrenness of winter nor brownness of summer, a land which has all the invigorating qualities of the cradle of our Teutonic race, with none of its extremes. It is the charmed land of the American continent, where a temperate sun, a mild climate, and a fertile soil give man the stimulus of the green and rain-swept north with the luxurious returns for moderate effort of the teeming tropics; *the most restful and soothing* climate in the world, the ideal home for the blond races upon this American continent. If you have not seen Oregon, Washington, and British Columbia, you lack important qualifications for imagining what the climate of heaven may be like.'

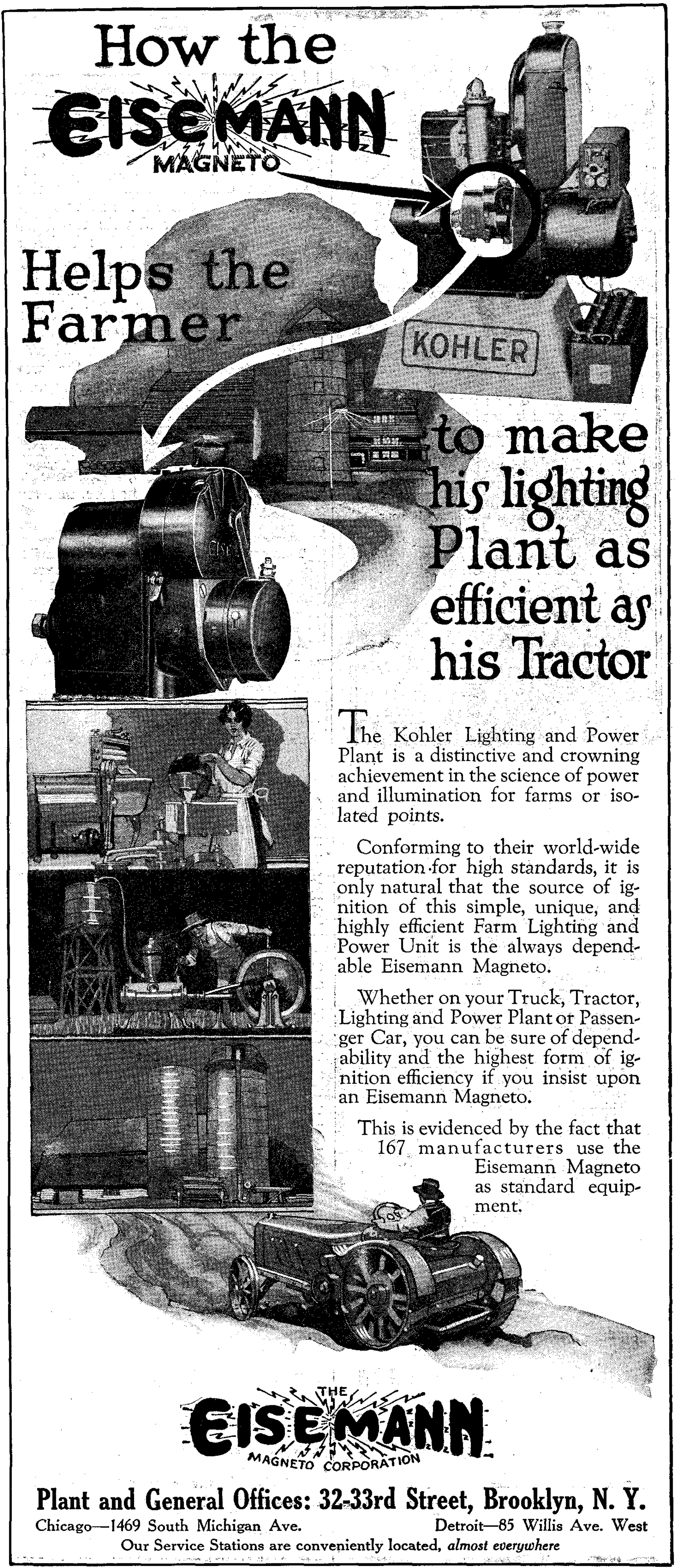
Within the area of British Columbia twenty-four Switzerlands could be fitted in. While every form of out-of-door sportsmanship is provided in abundance, Washington boasts proudly that she has more snow-capped peaks in her Cascades than any other State of the Union, while Oregon, not to be outdone, points to her magnificent scenic attractions and the many undertakings she has accomplished to make them available.

Tourists to the Pacific Northwest are imprest by the attractive and enterprising cities that are growing by rapid strides.

When Captain Vancouver sailed from England in 1792, commanding the good ship *Discovery*, he little dreamed that his final destination, after rounding the Horn, should later become a great seaport of the American continent. Yet the city of Vancouver has become this and more. It is the commercial center of British Columbia. Its interests, already vast, are destined to grow to far greater proportions, because it is the trade outlet of a territory with immense possibilities for future development. Like Seattle, it is an ocean gateway to Alaska and the Orient. Vancouver is also the terminus of that 3,500-mile transcontinental steel belt embracing the Canadian Pacific System. Here is also the Western terminus of the Canadian National Railways. Like Seattle, Vancouver faces a beautiful harbor and is backed by snow-capped mountains. It has a vast park system with many miles of excellent boulevards and streets. A delightful sail across the island-dotted straits brings the tourist to another charming city full of English flavor, Victoria, the chief port of Vancouver Island.

A tour of the Northwest is incomplete without a visit to Seattle, the important ocean gateway to Alaska and the Orient. In achievements and surroundings Seattle has much of which to be proud. Here is a city fairly effervescing with American enterprise and set amid surroundings difficult to rival.

It is the deep-sea terminal for that vast ocean commerce which enters and leaves the waters of Puget Sound for Alaska, the Orient and the South Seas, Europe and the south coast of Africa. It is the rail center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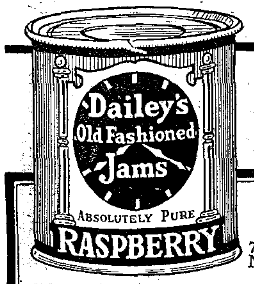

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8 Varieties sent post-paid for $1.65

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no matter where you get your jam now—even if you make it yourself. Perhaps your grocer already handles these jams, but if not, no need to wait. My trial assortment will come to you direct by mail.

My patented container is the reason for the low price of my jams. It is the most modern, sanitary and convenient kind made—yet the least costly. It can't break nor leak, it opens in no time without special tools, and it is more sanitary than glass—it can be sterilized at a higher temperature.

You'll like these jams. I call them "old fashioned" because they're the kind folks used to make years ago—delicious, wholesome and absolutely pure.

Only the finest selected fruits and pure cane sugar go into them—no apple base nor other preservatives.

Eight varieties — Strawberry, Raspberry, Loganberry, Peach, Plum, Grape, Grapefruit, Apricot.

You can't lose anything by trying these jams, anyway—your money back if you don't like them. Just fill out the coupon below and send it with $1.65. The jams will come by return mail.

Tell your grocer about them. Most good grocers handle them.

VINCENT DAILEY.

COUPON

Vincent Dailey, 154 East Avenue, Rochester, N. Y.

For $1.65, enclosed, please send me eight (8) full-size tins of Dailey's Jams.

Name ______

Street ______

City ______ State ______

Grocer's name ______

Address ______

VACATION TRIPS IN AMERICA
Continued

ur trunk-line railway systems. It is amid lakes and snow-capped mountains with miles upon miles of boulevards, parks, and beaches. It is at once a salt-water and a fresh-water port. Ships may sail upon eighty fathoms of salt water to its great docks, enter locks second only to those at Panama, and pass through the ship canal leading to Lakes Union and Washington, the fresh-water removing all barnacles. Splendid modern business buildings, attractive homes, well-paved and brilliantly lighted streets are civic achievements which impress visitors.

Portland has many and varied attractions, notable among them the world-famous Columbia River Highway. For excellence of construction and magnificence of scenery this masterpiece of engineering is not equaled on the continent. Then there is Tacoma, the gateway to Rainier National Park, with her vast civic stadium, her fine harbor and snow-capped mountain surroundings.

Transcontinental railways leading to the Pacific Northwest include the Grand Trunk Pacific, terminating at Prince Rupert, B.C.; the Canadian Northern and Canadian Pacific at Vancouver; the Great Northern, reaching Vancouver and Seattle; the Chicago, Milwaukee and St. Paul, terminating at Seattle; the Union Pacific-Oregon Washington Railroad and Navigation Company at Portland and Seattle, and the Shasta Route-Southern Pacific at Portland. Special information on fishing, hunting, golfing, motoring, mountaineering, and yachting in this region is supplied by the Pacific Northwest Tourist Association, Seattle, Wash.

VACATIONS IN THE GOLDEN STATE

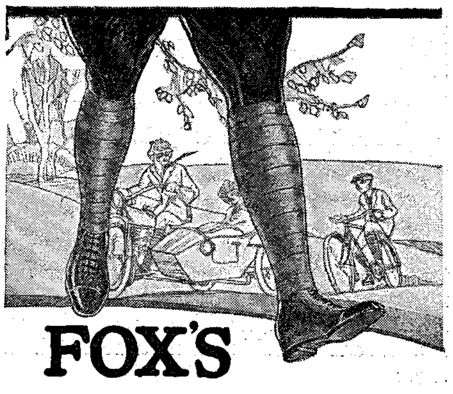
To many Easterners California is known as a winter resort, which it is. The Californian, taking his warm, sunny winter for granted, considers his State mostly one grand, cool summer resort, eight hundred miles long and two hundred miles wide, with plenty of room for all the world to play with him. For fifty summers Californians who live by the sea have gone to the mountains and those in the interior have migrated to the sea.

In the olden days a long stage journey over dusty roads usually landed a family at some dignified resort, and the family was perfectly willing to stay there until it was time to go home. The automobile and the superb system of concrete State highways from Oregon to Mexico have changed all this. Throughout the summer half the population and many thousands of touring parties from the East are on the move from place to place, and the whole State buzzes like a beehive.

The four National Parks situated in this State—Lassen, Yosemite, General Grant, and Sequoia—are described elsewhere.

A half-week at Tahoe, a night and a day in the Yosemite, a tour of the Redwoods from the Russian River country to Monterey, a week-end in any one of half a dozen National Forests—this is a typical summer trip for the Californian or the family escaping from the Middle-West or Southwest hot belt. It is also the type of vacation that seems to appeal particularly to the indoor man.

Of equal fascination are the many seashore resorts. These are the refuge and delight of thousands of families which pour down to the sea in June and remain until October to escape the blistering heat of the great interior valleys and the Middle-western and Southwestern States. The California shore is just as much home to multitudes of these people as is Des Moines, Phœnix, Reno, or El Paso. They return



FOX'S
"F.I.P." PUTTEES

FOX'S SPIRAL PUTTEES are very smart, comfortable and durable—ideal for cycling, golf, riding, walking and other outdoor sports. Made on a curve, of the finest English wool, they fit closely round the leg in trim, neat spirals. They will not ravel and fray at the edges or bind the leg like ordinary puttees. Colors—khaki, forest green, cadet blue, etc.

The genuine Fox's—the puttee of the world—have a small brass tag with the name and the letter R or L, for right or left, on each puttee. If your dealer hasn't them, we'll supply you direct.

Regulation Heavy Weight . . $4.00
Extra Fine Light Weight . . . $4.50
Extra Fine Light Shade. $5.00

THE MANLEY-JOHNSON CORPORATION
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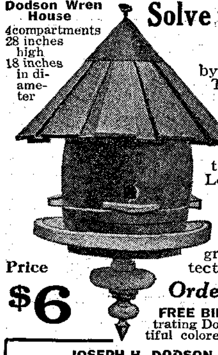


Dodson Wren House
4 compartments
28 inches high
18 inches in diameter

Solve the Housing Problem
For the Birds

by erecting Dodson Bird Houses. Their attractiveness wins the birds, and they are scientifically built by Mr. Dodson, who has spent a life time in studying the birds, their habits, and in attracting them to Beautiful "Birds Lodge", his home and bird sanctuary on the Kankakee River.

The Dodson Bird Houses

will add to the beauty of your grounds, and the birds will protect your flowers and shrubs.

Price $6

Order NOW!—the birds are seeking homes.

FREE BIRD BOOK—sent on request, illustrating Dodson line, giving prices; also beautiful colored bird picture free.

JOSEPH H. DODSON, *Pres. American Audubon Ass'n.*
730 Harrison Avenue Kankakee, Illinois
Dodson Sparrow Trap guaranteed to rid your community of these quarrelsome pests. Price $8.00. 56

Rider Agents Wanted

Everywhere to ride and exhibit the new **Ranger "Motorbike"** completely equipped with electric light and horn, carrier, stand, tool tank, coaster-brake, mud guards and anti-skid tires. **Choice of 44 other styles,** colors and sizes in the **"Ranger"** line of bicycles.

EASY PAYMENTS if desired at a small advance over our Special Factory-to-Rider cash prices.

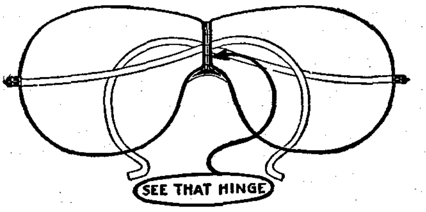
DELIVERED FREE on approval and **30 DAYS TRIAL.**

TIRES Lamps, Wheels, Sundries, and parts for all bicycles—half usual prices.

SEND NO MONEY but tell us exactly what you need. Do not buy until you get our prices, terms and the big FREE catalog.

MEAD CYCLE COMPANY
Dept. W-172, CHICAGO

The AUTOGLAS



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Is an Eye protector for Out-of-Doors people. Made so that it gives full protection from wind, dust and flying particles without causing the slightest discomfort or detracting from the appearance of the wearer.

Motorists, Golfers, Hunters, Trap-shooters, Tourists and Fishermen find it adds materially to the pleasures of their outings. Obtainable from Opticians, Motor Supply and Sporting Goods Establishments. We will gladly furnish the address of your nearest Autoglas Dealer.

F. A. HARDY & COMPANY
Dept. F Box 804, CHICAGO, ILL.

VACATION TRIPS IN AMERICA
Continued

year after year, often to the same hotel or cottage, and very generally to the same locality. And there are accommodations which match almost every purse and inclination.

Santa Cruz by the sea, Del Monte with its smart appointments, Pacific Grove and Asilomar with a distinctly religious tinge, Pebble Beach on the famous seventeen miles drive below Monterey, and Carmel, an authors' and artists' colony—all are closely grouped on the north-central coast-line.

A long stretch of more or less rugged shore stretches to the South, where Santa Barbara and the numerous beach colonies near Los Angeles constitute a second group, while a third clusters about San Diego, a summer paradise surrounded by attractive seaside villages and hamlets with some notable hotels. Here also, and really a part of San Diego, although separately incorporated, is Coronado—peninsula, city, hotel, and tent colony; while up the coast are La Jolla and the Stratford Inn of Del Mav.

Historically there is nothing in California more interesting than the ancient buildings of the Franciscan Missions. The story of the Spanish pioneers and these early missions is portrayed in a pageant-drama called "The Mission Play," presented throughout the summer at San Gabriel.

A novel and pleasurable trip which visitors to California may enjoy is that to Santa Catalina Island, twenty-seven miles offshore from San Pedro, the harbor of Los Angeles. The port of arrival is Avalon on a beautiful mountain-walled bay.

This summer the steamer *Avalon*, which, after graduating from war-transport service, has been entirely rebuilt and luxuriously refitted, will resume her service of carrying tourists between San Pedro and Santa Catalina Island.

This year is California's greatest summer season. The cloudburst of winter traffic did not all go away, and everywhere arrangements have been made to accommodate the additional thousands that kept right on coming through the spring and early summer.

ALASKA AND THE YUKON

Of our vast empire in the far North and its adjacent territory lying beyond the international border, Agnes Rush Burr, in her excellent book, "Alaska, Our Beautiful Northland of Opportunity," says:

> "Alaska is a land of beautiful scenery and of almost inexhaustible resources. It is a land with a romantic history, and a land of interesting people. For those who look for more practical things, the country has resources that astound by their richness, and opportunities for new industries so great they can scarcely be visioned."

Alaska is a land of immensities. The shore-line is 26,000 miles, a greater length than the circumference of the earth. Mount McKinley (20,600 feet) is the highest peak on the continent. Within her mountains move seaward the greatest of American glaciers. From her mines come gold and copper valued at many millions of dollars. From her waters are taken fish yielding other millions. Her scenery is unsurpassed. In winter she is clad in arctic raiments; in summer she is a land resplendent with wild flowers.

The trip to Alaska is an experience never to be forgotten. From Seattle northward

Here you will find the world's finest shops

---where windows win sales

Only one other thoroughfare in America equals Chicago's Michigan Boulevard as a style center. It is in the windows along this famous street that the nation's fashions are first exploited.

Naturally the foremost ideas in show window construction are sought, studied and installed. Investigation develops the fact that a majority of Michigan Boulevard's shops are fitted with

ZOURI SAFETY METAL STORE FRONTS

Aside from their superiority in display efficiency, glass-conserving qualities make Zouri windows extremely popular. Zouri key-set line of construction has been thoroughly

Tested and Approved by The
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Zouri exclusive patents cover special setting features which protect glass from breakage due to faulty installation.

Consult the ZOURI Representative near

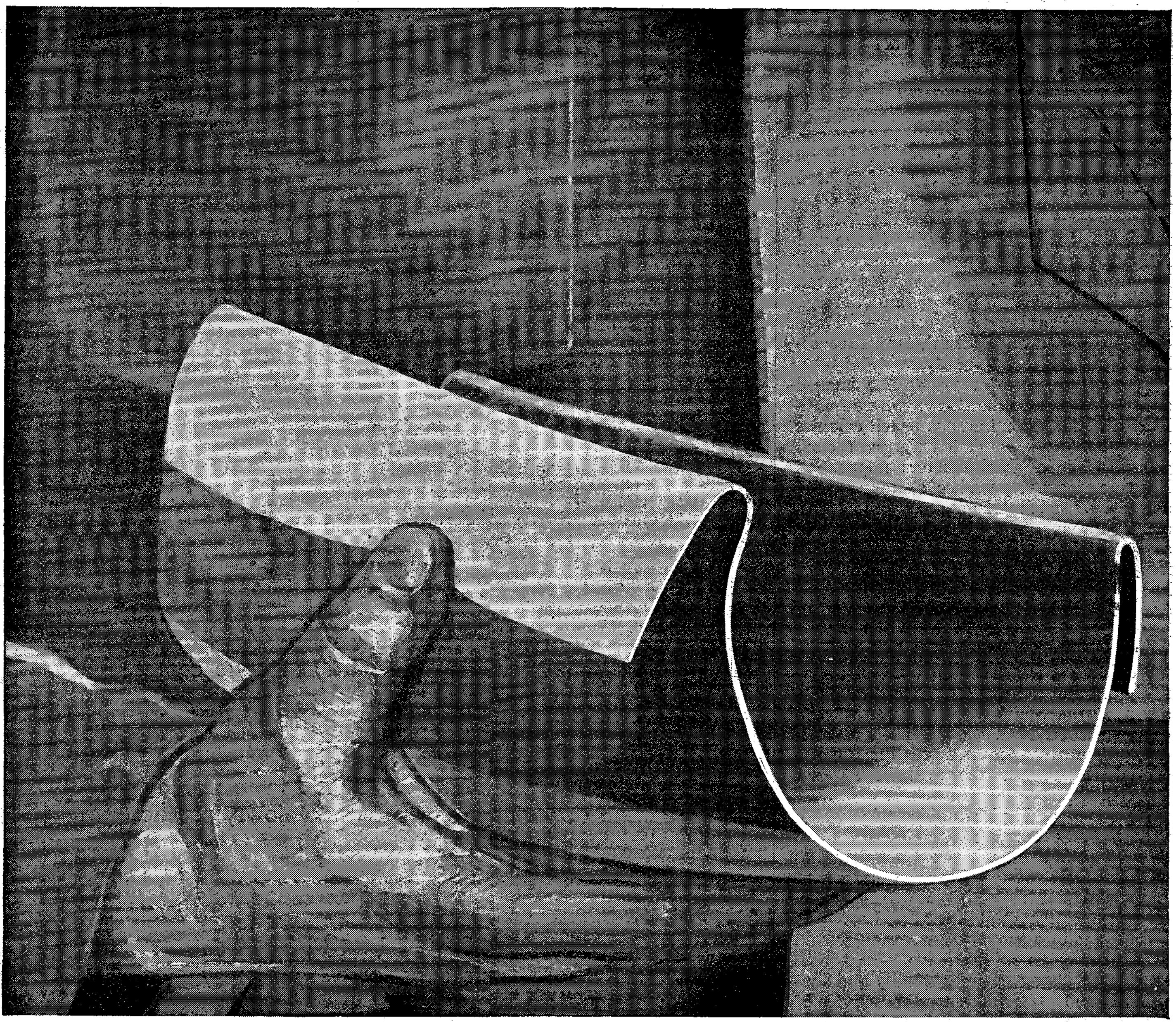
So that you may be supplied promptly with Zouri Store Fronts we have appointed forty-five distributors in the U. S. and Canada. Each carries a *complete stock of Zouri Safety* and *International Construction*. These distributors also maintain store front departments in charge of specially trained men who are prepared to give you any construction service desired without obligation.

We'll be pleased to tell you the name of distributor nearest you.

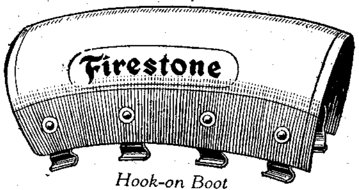
Write for Illustrations and Descriptions of Zouri Construction

Zouri Drawn Metals Company

General Offices and Factories
Chicago Heights, Illinois, U. S. A.
Makers also of the Famous International Store Front Construction



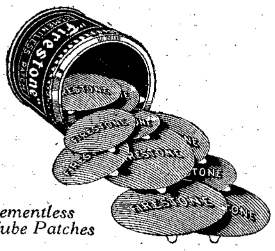
Firestone Blowout Patch



Hook-on Boot (Clincher or Straight Side)

PARA DRY PATCHING CEMENT
FIRESTONE

Para Dry Patching Cement



Cementless Tube Patches

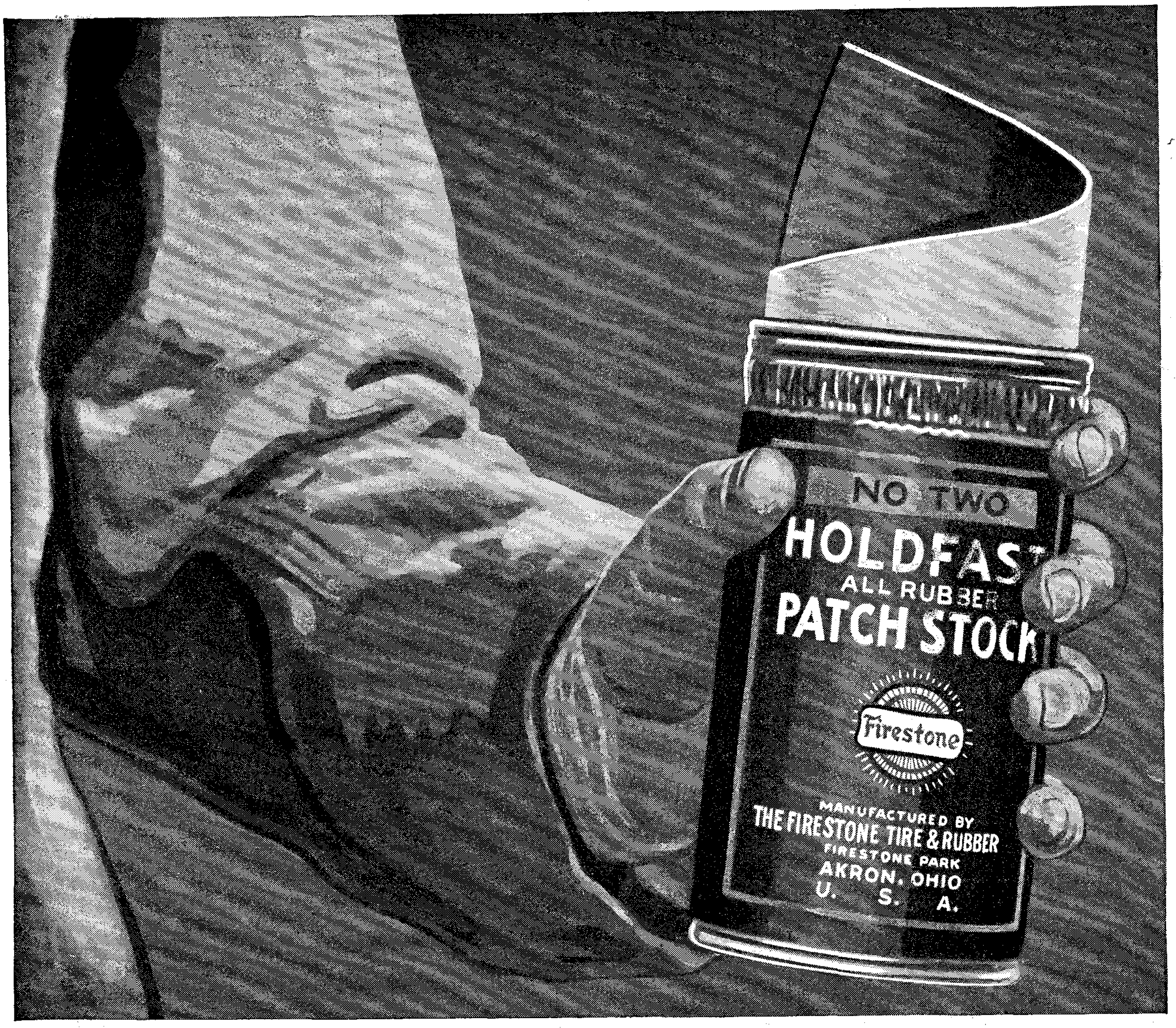
You May Never Need Them But Once—

But when you do, you'll be glad of your foresight in taking Firestone Tire Accessories with you.

No "ghost" of tire trouble follows your car to mar your tour. You have the answer to every possible tire mishap in Firestone Accessories.

The Firestone Blowout Patch takes quick and sure care of rim cut, tread cut or blowout on the road till a permanent repair can be made.

Firestone


NO TWO
HOLDFAST
ALL RUBBER
PATCH STOCK
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THE FIRESTONE TIRE & RUBBER
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AKRON, OHIO
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Firestone Holdfast Patch Stock

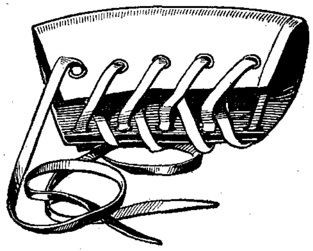
Firestone Holdfast All-Rubber Patch Stock, with Firestone Patching Cement, repairs all tube injuries, large or small—and makes a quick, permanent repair.

These two cover 90% of your possible tire troubles—and the rest are taken care of by Firestone Hook-on and Lace-on Boots, Cementless Tube Patches, Cure-Cut and Mica—the recognized line of "big helps in little troubles."

Most miles per dollar, the Firestone pledge, applies to Firestone Accessories, too.

These are the touring days. Go prepared. Ask your dealer for Firestone.

FIRESTONE TIRE AND RUBBER COMPANY
Branches and Dealers Everywhere Firestone Park, Akron, Ohio



Lace-on-Boot

Firestone
CURE-CUT
MANUFACTURED BY
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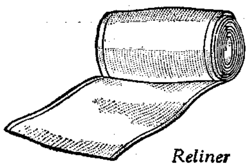
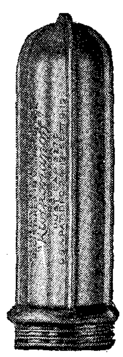
Cure-cut



Reliner

TIRE ACCESSORIES



Kwik-on-an-off

Trade-Mark

A new dust-cap that can be put on or taken off quickly.

Grips valve-stem as securely as the old style cap. The holding member is a split floating ring which contracts as the cap is turned and sinks into the grooves of the tread on the valve-stem.

Slip it over valve-stem to the rim-nut and turn like the old style cap until tight. A turn and a half, or less, will fasten it securely to valve-stem and against the rim-nut.

[*Price, 50 cents per set of four*

A. SCHRADER'S SON, INC.
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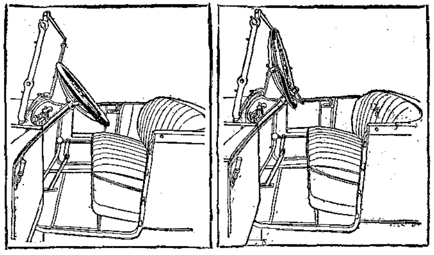
Your Dealer Has Them.

SCHRADER

Equip Your Car
with a
NEVILLE
"MORE-ROOM"
STEERING WHEEL

—and step in and out of it with ease and comfort. Its advantages are apparent.



The Neville Wheel slides up and out of the way (gives 8 inches more room). Rigid as the ordinary wheel when in driving position. Beautifully finished. Mechanically perfect.

Thousands in Use. Standard equipment on various Dodge, Haynes, Liberty, Elgin, Kissel and Gray-Dort models. There is a Neville Wheel for every make of car. You can afford one.

Write for booklet and name of nearest dealer.
Neville Steering Wheel & Mfg. Co., Detroit, Mich.

VACATION TRIPS IN AMERICA

Continued

for hundreds of miles it is through the island labyrinthine of the Inside Passage, with snow-capped mountains and forest-clad shores paralleling the course. No other such water trip is to be found on this or any other continent.

It is so rich in wonder that some tourists are content simply to make the round-trip voyage. They little realize, however, how much they miss by not penetrating into the heart of Alaska or the Yukon.

The chief tourist gateway at present to this northern wonderland is Skagway, nine hundred miles from Vancouver, one thousand miles from Seattle. Skagway was the place of start in the gold stampede of '97 and '98. Then a city of faro, gun-play, dance-halls, and hard drinking, it is now a quiet, orderly little town, the terminus of the White Pass and Yukon Railway. Boarding the train here, the tourist rides in comfort over that trail where many perished seeking the fortunes that lay hidden beyond. Clinging to dizzy heights, penetrating tunnels, and spanning deep chasms, the summit of White Pass is reached where the line crosses into British territory. Beyond at Carcross a stop-over should be made for the side trip to the Altin Lake region surpassing in beauty any other in this northland. A comfortable observation steamer sails from here over mountain-girted lakes to Taku, where there is a two-mile rail portage to Lake Atlin, and then another steamer with an excursion through the West Channel to the great Llewellyn Glacier. The ninety miles of Lake Altin are a continuous panorama of scenic grandeur. Returning to Carcross from the Altin trip, the train continues forty-three miles to White Horse, head of navigation on the mighty Yukon.

DOWN THE YUKON

From here continues an ideal trip for those who would pursue their explorations, the voyage down the rapids, gorges, and mountain-walled waters of this, one of the world's greatest of rivers, to Dawson, center of the Klondike district, and on to Tanana, more than a thousand miles. On this trip the tourist sails for a short distance north of the arctic circle and in June across the broad waters of the river can be seen the midnight sun. At Tanana the steamer swings into the mouth of the Tanana River, and in 275 miles reaches the flourishing city of Fairbanks.

From Fairbanks down the wild Richardson Trail extends a motor trip of more than 300 miles to Chitna, on that marvel of engineering genius, the Copper River and Northwestern Railway, which deposits the traveler finally at Cordova, whence steamer is taken for home.

Between Victoria or Vancouver and Skagway, calling at principal ports, the well-appointed steamers of the Canadian Pacific are operated.

Steamer service between Seattle, Seward, and intermediate ports is afforded by the Southeastern Route, the Southwestern Route of the Alaska Steamship Company's fleet.

Between Seattle, Skagway, and important ports sail, over the Southeastern and Southwestern Routes, steamships of the Pacific Steamship Company.

The Alaska Railways, under construction by the United States Government, extend from the land-locked harbor of Seward, northward to Fairbanks and Phalaluka, a distance of more than 500 miles. This great engineering work, second only to that of the Panama Canal, is making rapid progress. Two thousand men will push the work this summer. There is now a gap of only 100 miles between the northern and southern rail-heads. It is expected this will be closed next year, and the entire line opened to passenger and freight traffic, in the fall of 1922. Trains are now operated be-

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"Cleko" Clip Binders hold papers in readable form, and systematize your desk. No holes to punch. Papers easily inserted and removed.

No. 311 Note size (6 x 9½)	- -	25c each
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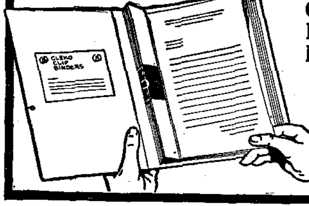
Your stationer has them. If not, write us



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ROUGH ON RATS

Never-Failing Exterminator

No need to be troubled with rats and mice. "Rough On Rats" never fails to clear the premises of these pests when used according to directions. It is *not* a ready-mixed exterminator; rats do not learn to avoid it because the food you mix it with can be changed as necessary. It tempts old and young rats alike. At drug and general stores. "Ending Rats and Mice"—booklet—sent free.

E. S. WELLS, Chemist, Jersey City, N. J.

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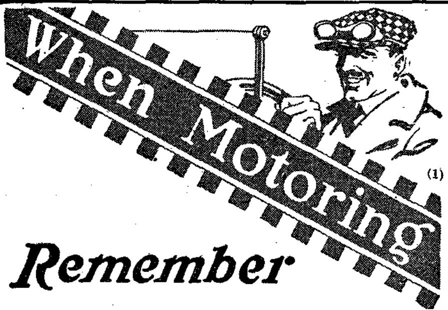
AIR
INNER TUBE

--genuine inner armor for auto tires. Double mileage; prevent punctures and blowouts. Easily applied without tools. Distributors wanted. Details free.

American Accessories Company Dept. 316 Cincinnati, Ohio



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That Luden's are "just the thing" for dust-tickled nose and throat.

LUDEN'S
MENTHOL COUGH DROPS
GIVE QUICK RELIEF

VACATION TRIPS IN AMERICA
Continued

tween Seward and Talkeetna, 227 miles. The Alaska Railway will take tourists to Mount McKinley National Park, one of our grandest reservations.

Bookings for accommodations covering various Alaska trips, unless made far in advance, are difficult to obtain. For those who are disappointed in securing accommodations for early or midsummer, it is well to remember that some of the finest weather experienced in the interior is during the months of August and early September.

TRIP ACROSS THE CONTINENT

For transcontinental traveling there is a choice of numerous transcontinental routes, each with its individual attractions. The experienced tourist will go by one pathway and return by another. We are prone to designate our rail systems between the Middle West and the coast "transcontinentals." Yet the only actual transcontinentals are those which link the two oceans by steel bands stretched across Canada, and in the United States our Southern Pacific System from the Gulf to the Golden Gate.

The vast system of the Canadian National Railways, the northernmost transcontinental, reaches from Halifax to Vancouver, intersecting along its thousands of miles many regions dear to sportsmen and admirers of fine scenery.

With its long arms reaching eastward to Quebec and Portland, Maine, the Grand Trunk Railway System spans the continent to Prince Rupert, B. C., traversing a country of great scenic attraction.

Then there is the Canadian Pacific, "The C. P. R." to every Canadian, with its more than 13,000 miles of lines from St. John to Victoria with 500 miles through the Canadian Rockies.

Crossing the Dominion Border, we meet the most northern of the American systems, reaching to the Pacific Coast, the Glacier National Park Route of the Great Northern Railway from Chicago to St. Paul by the Burlington Route, thence by its own rails to Portland, Seattle, and Vancouver.

The route of the Chicago, Milwaukee and St. Paul from Chicago to Tacoma affords the novelty of having 649 miles under electric operation.

The Northern Pacific, between St. Paul and Tacoma, with its trains leaving and entering Chicago by the Burlington, is often designated the Yellowstone Park Route.

The Minneapolis, St. Paul, and Sault Ste. Marie forms the Chicago connecting route with the Canadian Pacific at Winnipeg or El Portal.

The Overland Route of the Union Pacific begins at Omaha, its Chicago connections being over the Chicago and Northwestern System, and over allied lines reaches Portland, Tacoma, and Seattle.

The Burlington System, with its own or connecting lines, provides a route from Chicago to the Colorado Rockies and on the north to Yellowstone Park.

The Denver Rio Grande-Western Pacific, the Feather River Cañon Route, links Denver with San Francisco.

The Atchison, Topeka, and Santa Fé, the Grand Cañon Route, has its own line direct from Chicago to Los Angeles and San Francisco.

The vast system of the Southern Pacific provides the Sunset Route from New Orleans to the Pacific Coast; the Ogden Route from Ogden to San Francisco, and the Shasta Route between San Francisco and Portland.

Mistakes and Come-backs.—When the plumber makes a mistake he charges twice for it.

When a lawyer makes a mistake he has a chance to try the case all over again.

When a carpenter makes a mistake it's just what he expected.

When a doctor makes a mistake he buries it.

When a judge makes a mistake it becomes a law of the land.

When a preacher makes a mistake nobody knows the difference.

But when an editor makes a mistake—good night.—*Credited to The Country Press.*

Saved.—"We tried to buy some rope to hang a profiteer."

"Well?"

"But the dealer wanted too much for it." — *Philadelphia Reformed Church Messenger.*

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FINEST SATIN TISSUE
1500 SHEETS
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A.P.W. PAPER CO. ALBANY, N.Y. U.S.A.
ONLIWON
1000 SHEETS GUARANTEED
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There Never Was a Time when it Paid Better to Buy *by Name*—

In these days when Prices are sky-rocketing and Values going in the opposite direction you will find A.P.W. QUALITY PRODUCTS give you Maintained Standard Qualities at Moderate Prices.

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Look for the sign or for the counter stand at YOUR Dealer's

A.P.W. QUALITY PRODUCTS Free Folders Take One

The Dealer who displays this sign carries the five brands of Toilet Paper that differ in weight, texture and size of sheet. But each is the STANDARD Quality Product of its class.

In this little "Take One" stand on his counter are FREE folders containing actual samples for you to select from. Then if you always buy the same Brand BY NAME you will always get the *same fine*, firm texture, high quality Toilet Paper at a moderate price.

If your dealer does not have the Folders, send us his name and we will mail you in a plain sealed envelope FREE, the Folder, samples of the papers and the name of our nearest Dealer.

A. P. W. PAPER CO. Dep't 12, Albany, N. Y.

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THE LIQUID WAX POLISH
A DAUBER IN EACH CARTON
DOUBLE A
A A
BROWN
Shoe Polish for Dark Tan and Brown Shoes
EASIEST TO USE—NO PASTE REQUIRED
Quick—Clean—Economical—
S.M. BIXBY & CO., INC.
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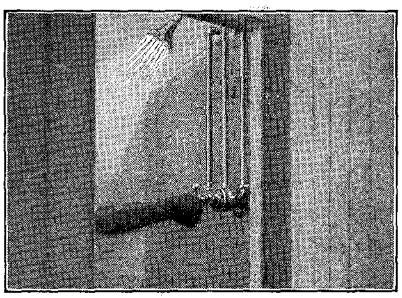

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THE efficiency man gets the most out of men by building morale. That's what Speakman Industrial Showers and Wash-ups do—build up morale.

Cleanliness is a basis of morale—and your workmen will keep themselves clean if you'll help them with fixtures that remove the grime, grease and dirt of their toil in a few minutes.

Take the Speakman Mixometer Shower for instance. The zip and force of the fine spray as it drives from the Speakman Kas-Bras Shower Head not only cleanses, but invigorates. It puts your workmen "on their toes."

In Speakman Industrial Showers the temperature of the water is under the instant control of the bather; half a turn of the Mixometer handle gives any desired shower temperature from cold to hot—no wasted water.

And the soft splashless stream from the large hole spray head of the Speakman Wash-up invites your workmen to clean up thoroughly—heads, arms, shoulders.

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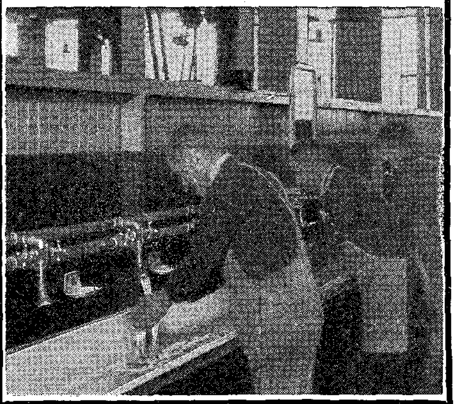

CURRENT EVENTS

AFFAIRS IN MEXICO

May 21.—Venustiano Carranza, fugitive President of Mexico, is assassinated at Tlaxcalamkongo.

May 24.—Adolfo de la Huerta, Governor of Sonora, is named President *ad interim* of Mexico by the extraordinary session of Congress meeting in Mexico City. He received 224 votes against 28 for Pablo Gonzales.

Twelve companions of Carranza who were with him when he was killed are being held for investigation upon their return to Mexico City.

May 25.—Luis Cabrera, Minister of the Treasury of the Carranza Government, who fled with the deposed President, is captured and taken to Mexico City.

Francisco Villa bids defiance to the new Mexican Government, and again becomes an outlaw. He is being hunted by the *de facto* troops with a price of 100,000 pesos on his head.

AFFAIRS IN RUSSIA AND POLAND

May 19.—A report reaching London says that Bolshevik forces land from thirteen ships near Enzeli in Persia on the Caspian Sea. The British troops are forced to evacuate Enzeli owing to the superiority of the Bolshevik force.

A message from Warsaw says the Bolsheviki have launched an attack on the northern front between the River Dvina and Borisoff and the Poles have been compelled to surrender ground in the face of superior forces.

May 20.—Japan immediately will open negotiations with Russia for a buffer state in Siberia, according to Japanese advices reaching Honolulu.

Invasion of Persia and the seizure of Enzeli by the Bolsheviki create a stir in London, the Near Eastern position being considered extremely grave in some quarters.

May 22.—Nine Bolshevik attacks have been repulsed in the last twenty-four hours along the northern front, according to a Polish official communication.

The Russian Soviet Government sends a note to the Allied governments protesting against the Polish offensive, says a wireless dispatch from Moscow.

May 23.—After the Bolshevik forces occupied Enzeli they captured the entire White Sea anti-Bolshevik fleet, consisting of six cruisers and seven transports, says a Bolshevik communication received in London.

May 24.—The Bolsheviki attack in waves along a ninety-mile front on the northern battle-field in a thrust to break the Polish lines and open communication with East Prussia, says a report from Warsaw. Villages are changing hands daily and the lines are swaying to and fro.

May 25.—Bolshevik troops are reported repulsed with heavy losses on the northern front. Fighting continues along the whole front, and the Bolsheviki have brought up the largest number of troops ever faced by the Poles.

FOREIGN

May 19.—German war-criminals on the list recently presented the Government by the Allies are summoned by the chief imperial public prosecutor to appear before the Supreme Court at Leipzig between June 7 and June 20, says a report from Berlin.

According to what is perhaps the first concise statement of France's war-losses, 1,400,000 of that country's soldiers were killed, 800,000 maimed, and 300,000 wounded, out of the 8,000,000 mobilized. Of material losses 600,000 houses were destroyed, 75,000,000 acres of arable land laid waste, and 3,000 miles of railroad and 25,000 miles of highways were destroyed.

May 20.—A new Italian cabinet is formed headed by Premier Nitti.

Thousands of women and children in Madrid tie up traffic in a bread riot in front of the home of the Civil Governor of Madrid.

The President of Argentina decides to issue a decree prohibiting exportation of wheat until the prices of flour and bread in that country have declined.

May 21.—The French Chamber of Deputies by a vote of 526 to 90 expresses its confidence in the Government on its stand in the railroad strike.

Franco-German conferences in Paris result in an agreement under which the great transcontinental express services will be resumed by the two countries.

Persia appeals to the League of Nations to protect her against Bolshevik aggression, following the landing of Bolshevik forces on Persian soil.

It is reported that Bulgarians are crossing into Turkey in large numbers and joining the Turks who are preparing to resist the Greeks.

May 22.—The conference at San Remo invites President Wilson to act as arbitrator for the settlement of the Armenian frontier dispute.

May 23.—The Council of the League of Nations meeting at Rome decides to postpone indefinitely its projected investigation of conditions in Russia through a commission.

A strong trend toward falling prices for many necessities of life is reported from England.

The International Labor Conference will hold its second session at Genoa, Italy, June 15.

May 24.—A general strike of railway men is threatened in Ireland. Engineers refuse to run trains carrying munitions, and in one case refused to move a train carrying Sinn-Fein prisoners.

May 25.—Premier Venizelos of Greece assures the women of that country that they will be given the vote after the next municipal election.

Railwaymen and dockmen go on strike in Dublin because they are asked to handle munitions for British troops in western Ireland.

ELECTION PRELIMINARIES

May 19.—Virginia Democrats in convention at Roanoke elect eight delegates at large pledged to support Senator Glass for the Presidential nomination, indorse the Wilson Administration, advocate adoption of the Peace Treaty without reservations, and unalterably oppose a soldier bonus.

Michigan Democrats in convention at Grand Rapids adopt resolutions supporting the League of Nations Covenant without amendment and also supporting the Wilson Administration.

May 25.—The Democratic National Committee selects U. Bruce Kremer, of Montana, to call the Democratic National Convention to order at San Francisco on June 28.

Complete returns from twenty-five of the thirty-six counties in Oregon and incomplete returns from the others give Senator Johnson a lead of 1,643 over General Wood in the Republican Presidential primaries in that State.

The official canvas of the Vermont vote at the Republican Presidential primaries shows that General Wood led with 3,457 out of the 6,000 votes cast.